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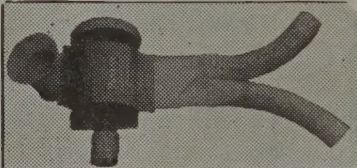
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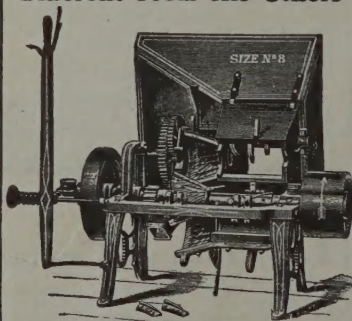
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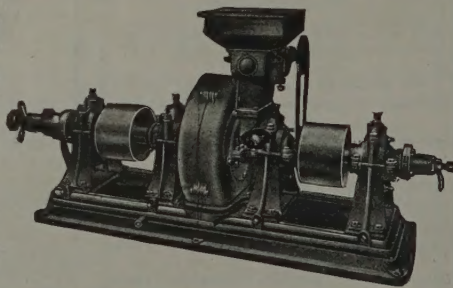
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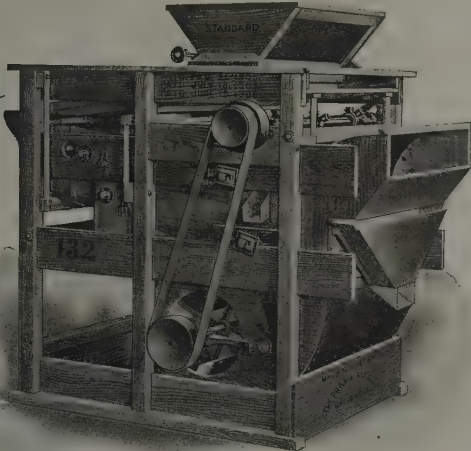
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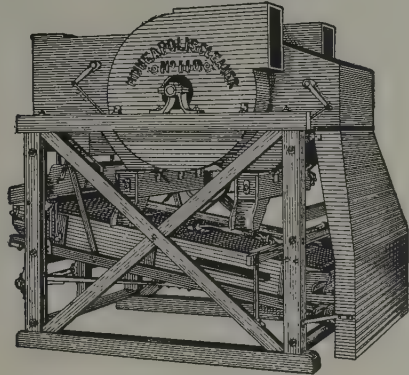


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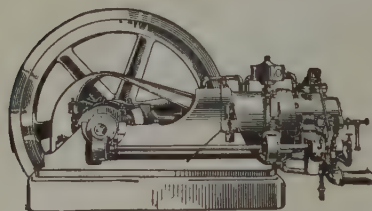
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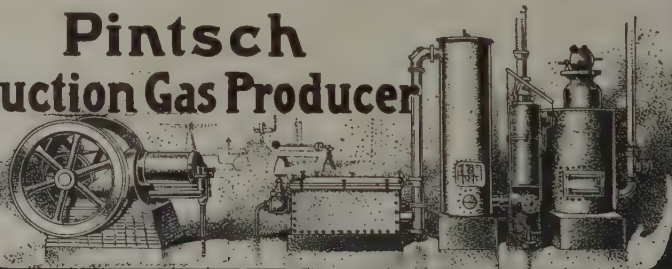
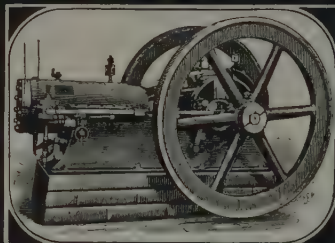
Write for detailed information.

OLDS GAS POWER CO.

Formerly Olds Gasoline Engine Works

956 Chestnut Street,

- LANSING, MICH.

**Pintsch
Suction Gas Producer****FOOS****FOOS PLANT**Contains 3 acres of floor space,
Excluding the Foundry

Built in all sizes Get Cat. No. 20

THE FOOS GAS ENGINE COMPANY
Springfield, Ohio**The
Practical
Gas
Engineer**

tells you what to do and how to do it when your engine gets out of order. It also tells all about the care and operation of a gas or gasoline engine.

A book written by a man of 12 years' practical experience with hydro-carbon engines. Bound in cloth, Price \$1.00.

Grain Dealers Journal

255 La Salle St.

Chicago, Ill.

Clark's Decimal Grain Values**SAVES TIME, MONEY AND PREVENTS ERRORS**

It shows at a glance or with the simplest addition the cost of any quantity of Oats, Corn, Rye, Flax Seed, Wheat, Clover, Peas, Potatoes, Barley and Buckwheat at any possible market price per bushel and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels. Quantities are shown in red figures, and values in black. The price being given at top and bottom of column on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

Form No. 85 printed on best linen ledger paper and bound in cloth half leather. Price \$6.00.

Form No. 86 printed on 80 pound book paper bound in art canvas. Price \$5.00.

ADDRESS**GRAIN DEALERS JOURNAL**

255 La Salle Street

:-:

CHICAGO, ILL.**Grain Scale Book No. 23**

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 $\frac{1}{2}$ x15 $\frac{1}{2}$ inches. The best lined ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

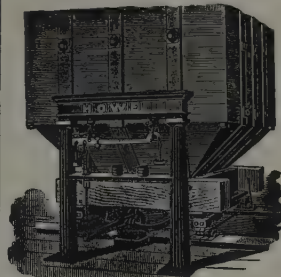
For Sale by

GRAIN DEALERS COMPANY

255 LA SALLE ST.

CHICAGO, ILL.

HOWE SCALES and HOWE ENGINES

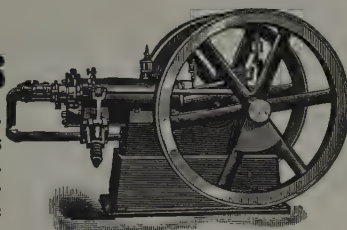


insure correct weights and a reliable and dependable power.

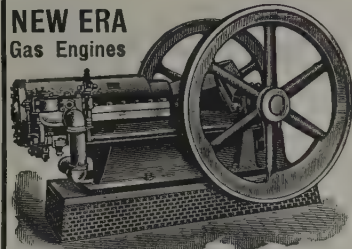
Your business demands these. WHY NOT GET THE BEST?

**The HOWE SCALE CO. of Ill.
CHICAGO**

St. Louis Minneapolis Kansas City Cleveland

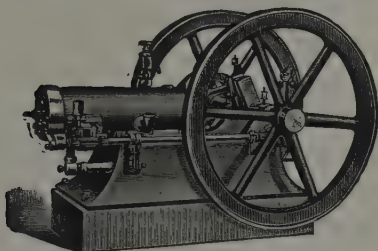


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And Gas Producers. Sizes, 1½ to 150 H. P. All NEW ERA Engines have our Patented Water Jacketed Solid Cylinder Head. NEW ERA GAS ENGINE CO., 88 Dale Street, Dayton, Ohio, U. S. A.

CALLAHAN GASOLINE ENGINES



Grain Elevator Machinery and Supplies

C. D. Holbrook & Co.

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OTTO ENGINES

Profits may be Increased

in any manufacturing business by installing the right kind of a power plant. "Otto" Engines, whether Gas, Gasoline or Alcohol, are at once economical and dependable but the "Otto" Suction Gas Producer cuts the cost of power down to the minimum. Nearly 100 successful plants as references.

"Otto" Producers Work. "Otto" promises and guarantees are made good.



**OTTO GAS ENGINE WORKS, Phila, Pa.
STANDARD OF THE WORLD**



Fairbanks Automatic Scales

For continuous, uniform and accurate weighing of grain.

Fairbanks

Standard Track and Hopper
Scales used the world over

Fairbanks-Morse

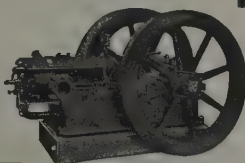
Gas, Gasoline or Oil Engines are cheaper than steam power using cobs as fuel. Require no attention after starting, thus dispensing with engineer.

STEADY, RELIABLE POWER

Let us bid on your Mill and Elevator Equipment

Send for Catalog 550 G R

**Fairbanks-Morse & Co.
Chicago, Ill.**



DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal,

255 La Salle Street - - - Chicago, Ill.

THE YOUNGLOVE CONSTRUCTION CO. MASON CITY, IOWA

GRAIN DEALERS JOURNAL.
Chicago, Ill.

Gentlemen:—The mention of our series of "Ideal" plans in your Christmas Number has resulted in our receiving inquiries from Texas to Manitoba for these plans. Evidently it pays to advertise in the right quarter.

Yours very truly
J. F. Younglove.

DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

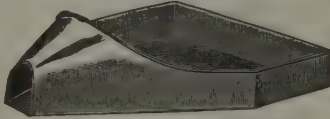
SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO.
COSTS 15 CENTS PER LINE.

Grain Sample Pan

For Examining Samples of Grain and Seeds



Made of Aluminum. The lightest pan made, will not Rust or Tarnish, always stays bright.
Grain Size, 24x12x16 1/2 ins. \$1.25
Seed Size, 19x19x11 ins. \$1.00
Grain Dealers Co., 255 La Salle St., Chicago, Ill.

Corn and Oat Tables

On Cards

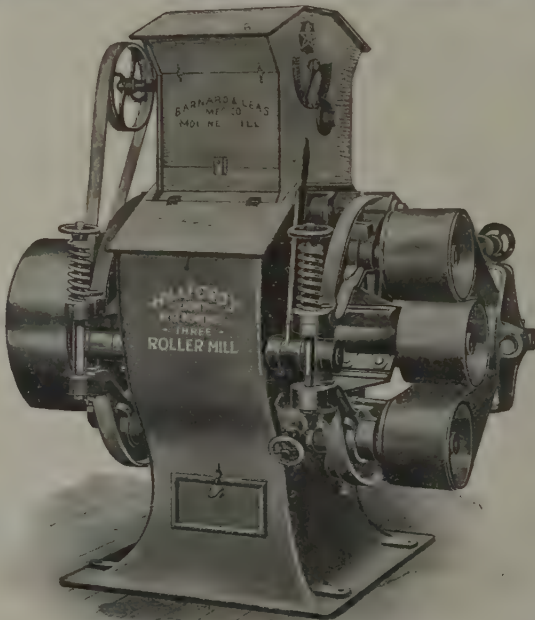
Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors, on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cents.

Grain Dealers Co.

255 La Salle Street, - Chicago, Ill.

ELEVATORS WANTED

To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.

Barnard & Leas Mfg. Co.**WILLFORD'S
Three Roller
Feed Mill**

Light running, strong and durable.

Easy to operate.

Has large capacity and is always reliable.

Where medium fine grinding with large capacity is desired, this machine will meet all requirements.

We also make Barnard's Two and Three Pair High Feed Mills, and furnish everything needed in elevator supplies.

Send for latest circular.

MOLINE**ILLINOIS**

GRAIN ELEVATOR BUILDERS.

REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

R. M. VAN NESS Fairbury, Neb.

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Designer and

Builder of Grain Elevators

All Kinds of Machinery Furnished
Estimates Made

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HONSTAIN BROTHERS

Successors to HONSTAIN, BIRD & CO.
Contractors and Builders of

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F. E. PARKER & SON

ARE STRICTLY

Grain Elevator Architects

And are Able to Furnish Plans for

FIRE - PROOF

COUNTRY ELEVATORS

Such as never have been placed upon
the Market Before.

ARE YOU INTERESTED?

If so, write Us!

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Watch This Space

The P. H. Pelkey
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Elevators

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Grain Elevators, Flour Mills and Complete Plants for
Handling Coal, Sand, Gravel, Ores, Ashes, Etc.

Phone Monroe 1614

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Architect and Contractor of

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Especially Designed for Economy
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LINCOLN, NEB.

Contractor & Builder OF GRAIN ELEVATORS

Estimates furnished on application

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Elevator Contractors and
Builders of Grain and
Rice Elevators

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IOWA

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Correspondence Invited

Reliance Construction Co.

Engineers and Contractors of

GRAIN ELEVATORS.

45 Board of Trade, :: Indianapolis, Ind.

W. H. Cramer

Designer and Builder of

modern Grain Elevators.

Satisfaction Guaranteed

ST. PAUL

NEBRASKA

Architect and Builder of Modern
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Complete Plants of Any Capacity.

Machinery Furnished and Installed by

First Class Millwrights.

Correspondence Solicited.

JOHN F. ROESER, EXETER, NEB.

CONCRETE ELEVATORS

LAST FOR ALL TIME

NO INSURANCE

NO FIRES

NO SWEATING

NO DECAY

NO RATS

NO MICE

Costs but little more than a first-class
frame house. Write at once.

WM. W. LOCKWOOD, WINFIELD,
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Single,
Double
and Special
Stirrups



For Wood, Steel or Concrete Work.

STRAPS, PIN ANCHORS, CURB WALL ANCHORS.

Architects, Engineers or Contractors' Requirements supplied as desired.

Catalogs and prices promptly furnished.

CHAS. MULVEY MFG. CO., 19-21 S. Jefferson St., CHICAGO, ILL.

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Your business. Hitch up with an ad.
in the Grain Dealers Journal. You
will then have a pleasant and profit-
able ride.

GRAIN ELEVATOR BUILDERS.



Better have
YOUNGLOVE

build your Elevators than **WISH** you had.

Write for copy of our latest
unique series of plans.

Younglove Construction Co.

Offices: 507-509 Commercial Bank Bldg.,
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Where? When? Why?

Fifteen (15) contracts in Memphis, Tennessee, during
past six (6) years.

Did the second and third job for same parties.

Does this appeal to you—or recommend me as giving
entire satisfaction?

See my ad. in Christmas number and write me without
delay—before I get filled up with Spring work.

Long Distance Phone Harrison 667

Fred Friedline

253 - 261 La Salle Street
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Steel Grain Tanks

We are pioneers in this line and are
building tanks in the good old fashioned
way. Joints caulked, and guaranteed
water, weather and bug proof. Long
experience has demonstrated the neces-
sity of high grade workmanship to make
steel storage a success—we do it.

Wm. Graver Tank Works
EAST CHICAGO, IND.

**IF YOU WANT A
GOOD ELEVATOR**

LET

L. BUEGE

306 Boston Block, Minneapolis, Minn.

BUILD IT FOR YOU

**SQUARE BIN
FIRE PROOF ELEVATORS**

A SPECIALTY.

BRICK OR TILE.

We also have facilities for build-
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tors quickly.

G. T. HONSTAIN
518 Corn Exchange
MINNEAPOLIS, MINN.

American Machinery & Construction Co.
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DESIGNERS AND CONTRACTORS OF
GRAIN ELEVATORS

Plans, Specifications and Estimates furnished on
short notice. Grain Elevator Machinery and Sup-
plies carried in stock ready for immediate delivery.

GRAIN ELEVATORS

TERMINAL AND COUNTRY
IN ANY STYLE OR CAPACITY



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DESIGNER AND BUILDER

210 FLOUR EXCHANGE

MINNEAPOLIS, - - MINN.

Barnard & Leas Mfg. Co.

Designers and Builders of
**Elevators in Wood
Steel and Concrete**

Plans and Specifications for
Elevators of all kinds and
Capacities Furnished.
Write for further particulars.

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Designing and Construction
Made a specialty

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Minneapolis Steel and Machinery Co.

DESIGNERS AND BUILDERS OF

STEEL ELEVATORS

We Design and Fabricate the Complete Plant—Erect the Steel—Install
the Machinery. Write for our New Booklet Q.

MAIN OFFICE AND WORKS:
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JAMES STEWART & CO.

Contractors

Designers and builders of Grain Elevators
in all parts of the world

Steel, Brick, Wood, Concrete, Tile

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1811 FISHER BUILDING :: CHICAGO

W. R. SINKS, Mgr.

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We also do General Contracting and have offices
in the following cities.

Write or call on any of them

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Fire-Proof Steel and Tile Elevator

Recently completed for the Lake Shore and
Michigan Southern Railway Company at
Indiana Harbor, Indiana, by

The Barnett & Record Co.
GENERAL CONTRACTORS

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GRAIN ELEVATOR SUPPLIES.

Five Dollars Each

is the regular price of the following car movers.

Our Price **\$3.75**

Each is claimed to be the best	EASY ATLAS SAMSON SPECIAL SHELDON CHAMPION	We don't care which you order
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Engines, Scales, Elevator Machinery, Supplies and Fireproof Safes at Lowest Prices.

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AMERICAN SUPPLY CO.
1110 Farnam St., Omaha, Neb.

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double your present elevating capacity! You can do it without increasing the size of your elevator, or changing the size of your cups, and without a cent of expense, outside of that incurred by installing a

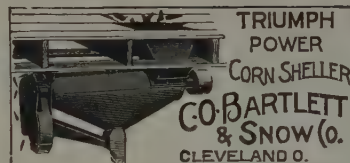
HALL NON-CHOKABLE BOOT



A device that fills your cups heaping full—that makes a choke in the boot impossible—that requires no attention at the lever of the feed gate—that makes grain elevating what it ought to be—safe, pleasant and profitable. Our booklet or the asking.

Sent on trial. Send for new Catalogue "E"

HALL DISTRIBUTOR CO., 222 First Nat. Bank Bldg.



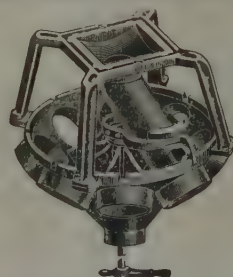
TRIUMPH
POWER

CORN-SHELLER
CO. BARTLETT & SNOW (CO.)
CLEVELAND O.

The Busy Season

of elevator building and repairing is now here, and REPAIRS are big items in maintenance of machinery, and shrewd purchasers estimate and calculate them closely.

ECONOMY OF SPACE is an important feature as well.



If you want a simple, economical, efficient and durable grain distributor to place in your new elevator, or old one as repaired, investigate the merits of the improved HALL SIGNALING GRAIN DISTRIBUTOR. Sent on trial. Send for Booklet "B".

HALL DISTRIBUTOR CO.

222 First Nat'l Bank Bldg. - OMAHA, NEB.

N. D. HULL, Architect

MILL AND ELEVATOR DESIGNING AND BUILDING, MILL EQUIPMENT, ELEVATOR EQUIPMENT

Write for Plans

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Correspondence Solicited

For Sale



For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

The cost for advertising is 15c per line

COMPLETE EQUIPPERS OF GRAIN ELEVATORS

Your Order

for elevator machinery and supplies will be placed with us, if you want good goods, prompt shipment, and above all prices that are in keeping with their quality.

Send your bill of material for us to estimate, we want to show you that we are after your order.

Our catalog of everything needed for Modern Grain Elevators gladly sent upon request.

Midland Machinery Co.,
Minneapolis, Minn.

The Sandmeyer Loading Spout

Loads cars to the roof without shoveling

Repairs furnished

The Dickson Co.,

Peoria, Ill.



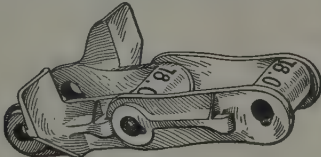
We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

THE A. H. R.
Special Grain Feeder Chain No. 78



The Strongest in the United States for Grain Feeders,

A. H. RICHNER Patentee and Manufacturer
606 South Water St., Crawfordsville, Ind.

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reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size $2\frac{3}{4} \times 8\frac{1}{4}$ in. Printed in 2 colors. Price 50 Cents.

GRAIN DEALERS JOURNAL.
CHICAGO, ILL.

The NORTHWAY FEED MILL

Is the mill for the man who wants *best results at least expense*. A thorough test will always prove the "Northway" top-notch among Feed Mills

We're the people for Elevator Machinery

Carrying everything worth having in this line and having a universal reputation for dependable QUALITY and lower-than-most prices

No One Can Beat Us

On Roll Corrugating and grinding because we do it as nearly perfect as human skill ever attains. Let us hear from you.

The Strong-Scott Mfg. Co.
Formerly Strong & Northway Mfg. Co.

N. W. Agents for Invincible Cleaners and Richmond Dust Collectors

MINNEAPOLIS : MINNESOTA

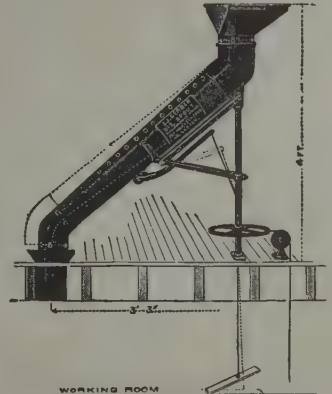
INVESTIGATE

and you will find that the GERBER IMPROVED DISTRIBUTING SPOUT

is universally used in elevators. Why? Because it is a time and labor saver, is well made and lasts a life time,

For particulars write

J. J. GERBER
MINNEAPOLIS, MINN.



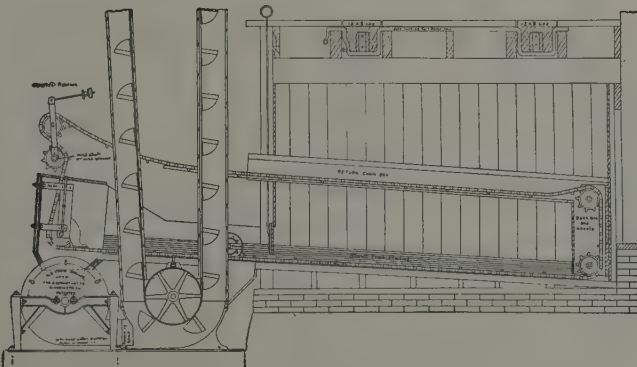
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MANUFACTURERS OF

Mill and Elevator Machinery

Write for
NEW CATALOG

Minneapolis, Minn.



STUDY THIS CUT

and see how such an outfit would save you space, time and money.

Self-Locking Rail Dump, Pat. Chain Drag and Feeder from large sink under low drive-way to V. S. Corn Sheller and stand of elevators, in front of which is Kick-off, Fig. 8, making it possible to elevate ear corn also.

THE BEST IS THE CHEAPEST

Write before buying elsewhere

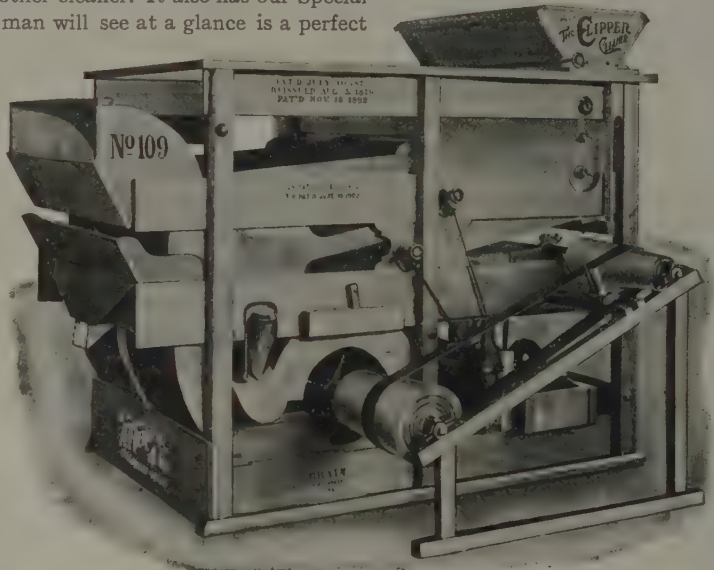
B.S. CONSTANT CO., Bloomington, Ill.

THE No. 109 CLIPPER SEED AND GRAIN CLEANER

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast.

It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



A. T. FERRELL & CO., Saginaw, W. S., Mich.

"Western" Warehouse Shellers and Cleaners

Manufactured Exclusively by

UNION IRON WORKS

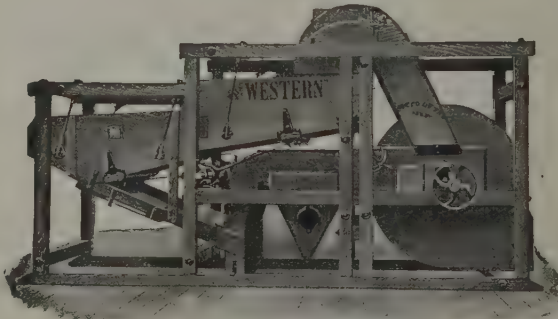
DECATUR, ILL.



WE MAKE A SPECIALTY OF

Elevator Machinery

of all kinds including Elevator Heads and Boots, Cast Iron Boots, Ball-bearing Turn Heads, Pulleys, Sprocket Wheels, Shafting Boxes, Collars, etc. We also manufacture the "WESTERN" FRICTION CLUTCH. It has no equal. : : ; : :



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Complete Stock carried in Kansas City, Missouri, 1221-1223 Union Avenue.

The Art of PURIFYING Grain

Has reached the highest stage of perfection in the use of the

Caldwell-Barr Grain Purifier

This should be of interest to every handler of grain.

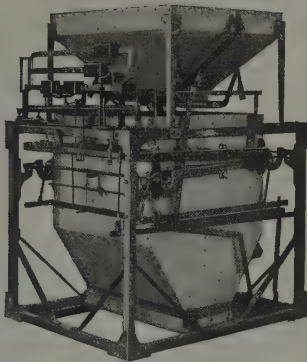
CALDWELL & BARR, EARL PARK, INDIANA.

D. H. STUHR

DAVENPORT, IOWA

Has something new in the Grain Purifying line

WRITE HIM



What?

Still weighing with the old hopper scales or not weighing at all, when you can save time and labor with the

MCLEOD AUTOMATIC SCALE?

Let the McLeod do your weighing and then you can feel absolutely sure your weights are correct.

They are simple, accurate and durable. Write for information to-day.

MCLEOD AUTOMATIC SCALE CO.
PERU, ILLINOIS

COAL SALES BOOK

FORM 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the posting is done.

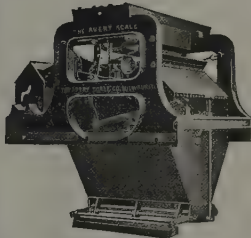
It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

FOR SALE BY

Grain Dealers Company,
255 La Salle St. CHICAGO, ILL.

THE
AVERY
WAY



THE
BEST
WAY

THE AVERY WAY

The best way of weighing your grain is by using the Avery Automatic Grain Scale. For rapid and accurate weighing, it has no equal. As the grain passes through practically in a continuous stream, the "Avery" automatically weighs and records every ounce. The

AVERY AUTOMATIC GRAIN SCALE

is thoroughly reliable and requires no further attention after once adjusted and started. For a reasonable length of time, we will install for free trial.

WRITE FOR CATALOGUE

AVERY SCALE CO.
NORTH MILWAUKEE, WIS.

Do You Grain Men Know

What's Ahead of You for March, April and May?

There's millions of bushels of corn out of condition, soft and soggy, and when the thawing weather comes you'll have to dry it or lose it.

The HESS DRIERS

will dry it and save it. We have large driers for terminals, small driers ("The Ideal") for country elevators and mills. All work perfectly and profitably.

Shall we send cuts and prices?

Hess Warming & Ventilating Co.
907 Tacoma Building CHICAGO

ELEVATORS FOR SALE.

FOR SALE—Elevator and residence. Lock Box 15, Bradshaw, Nebraska.

ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

KANSAS AND OKLAHOMA elevators and mills for sale. Address Fayette Bennett & Co., Topeka, Kansas.

FOR SALE—30,000 bu. elevator in central Illinois on C. E. & I. R. R. Handle 300,000 bu. yearly. Address J. Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One good Elevator and Mill combined, at half price if sold soon. Also several good farms. Address Cale, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One or both of our 12,000-bu. Okla. elevators. Paid seventy-five per cent last year. Prospects fine. Address C. & M. Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE located in the best grain section of southeast Nebraska. Modern house in every respect. Address, Raska, Box 3, Grain Dealers Journal, Chicago, Ill.

CRIBBED ELEVATOR 25,000 bu. capacity for sale; situated in northwestern Iowa; handling 150,000 bu., annually; a good money maker. Address Dick, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two elevators on Wab. Ry., in No. Cent. Ind.; cap. 10,000 bus. each; no competition in either town; 6 miles apart; fine farming country. A bargain if taken soon. W. B. Calvert, S. Bend, Ind.

ELEVATOR for sale on Wabash Ry., in northern Indiana, good grain country; 12,000 bus. capacity; feed mill, corn sheller, grain cleaner and feed grinder, all in good condition. Address L. O. 122 S. Main St., South Bend, Ind.

40,000 BUS. elevator for sale; situation in Southern Illinois; capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namfak, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Fine 20,000-bu. elevator and feed mill in southeastern Iowa. Doing good feed grinding business and handles over 100,000 bus. annually. The county seat town, no competition. Address, Iowa, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE 100,000 bus. capacity. Doing an actual business of 500,000 bus. Located in best grain district of Western Ind. on the Chicago & E. Ill. R. R., about 100 miles from Chicago. The plant has first class equipment and is in perfect order. Write for full description and particulars to Box 3, Freeland Park, Ind.

FOR SALE—Two Modern Elevators, one situated in western Minnesota and the other in eastern No. Dak., both on the Soo Line. One has a capacity of 25,000 bu. and the other 35,000 bu., both cribbed and strictly modern in every way. Good business, good competition, good reason for selling. Address L. B. 713, Sioux Falls, S. D.

ELEVATORS FOR SALE.

OHIO BARGAIN—An up-to-date elevator, doing good business on Big 4. Plenty of cars. If you are ready to buy, write to Ohio, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—17,000 bushel elevator, built in 1906, best and cheapest power on earth. Good feed and coal business in connection. Handled 200,000 bus. last year. County-seat town. Address B. H. W., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR and coal business in S. E. Nebraska, on B. & M. R. R. for sale; 25,000 bushels capacity; hopper scales 42,000 lbs., gasoline engine. All in good order. Good business. Address Tam, Box 9, Grain Dealers Journal, Chicago, Ill.

COAL AND GRAIN business in eastern Nebraska for sale. Average sales 60,000 bus. of grain and 2,500 tons of coal per annum. In town of 2,500 inhabitants and fine farming country. For further information write H. Hempel, Lincoln, Neb.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

FOR SALE—10,000-bu. elevator in northern Ohio, doing good exchange business. Handle lumber, cement, tile, coal, fertilizer, seeds, implements, etc. Flour and feed trade very good. Residence near by. Good reason for selling. Address Frank & Weidner, Liverpool, Ohio.

A FIRST-CLASS—up-to-date 30,000 bu. elevator, hay, flour and coal house doing a good business in western Ill. in county seat 3,000 population, for sale or exchange for a good farm. Reason for selling on application. Address I. L. L., Box 2, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR in northwestern Indiana for sale. Capacity 40,000 bushels, steam power, sheller, cleaner, hopper scales; will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR and feed warehouse at Sterling, O., for sale. On crossing of Erie, B. & O., and C. L. & W. Rys. Fine trade in grain and feed; also in hay. Elevator will hold 20 cars hay and 5,000 bus. grain. Write for particulars. Address H. A. Slemmons, Sterling, O.

ELEVATOR FOR SALE—At station that shipped 450,000 bus. grain last year. Only one other elevator at this point. Price \$8,000. No trade. Part time if desired. This is a money maker and will stand close investigation. Address, Kansas, Box 3, Grain Dealers Journal, Chicago.

OUR ELEVATOR located at Irwin, Union Co., Ohio, is for sale. Plant was built last year and is first class in every respect. New office 3 rooms, also ware rooms and cribs. On Big Four R. R. No trouble to get cars. Best reasons for selling and will make price right if sold at once. Write to R. B. Gordin, South Solon, Ohio.

ELEVATORS FOR SALE.

FOR SALE, an old established Retail, Grain, Feed and Coal business in Chicago. Making money but owner has other interests and cannot give it the necessary attention. Address J. J., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale. 14,000 bu. cap., new and modern in every way; 13,000 bu. ear corn goes with it. Located on Burlington Railroad in southern Nebraska. Would trade for good land in Nebr. or Kan. Address R. E. S., Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One of the really good elevators in eastern Kans.; doing good business; price is right considering the property; no competition; no agitation; net profit over 25% per annum. Price \$8,000, easy terms if desired. Address, Perry, Box 4, Grain Dealers Journal, Chicago, Ill.

LOCATIONS FOR ELEVATORS

GOOD LOCATIONS for elevators and other industries on the line of The Belt Ry. of Chicago. Low switching rates and good car supply. For further information address—B. Thomas, Pres., Room 11, Dearborn Station, Chicago, Ill.

MISCELLANEOUS.

FOR SALE, stock in good mill paying 23% annual dividends. Write A. H. Bennett & Co., Topeka, Kansas.

JOHN A. RICE Elevator and Mills Broker, Frankfort, Ind. Prompt and reliable service. Commissions only.

ARMSBY CIPHER CODE WANTED —Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED of W. H. Minor, formerly senior partner of Minor, Powell & Co., St. Louis, Mo. Address C. Daniels, Box 6, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED of H. M. Talcott, formerly of St. Joseph, Mo.; have an important communication for him. Write Mr. Jones, Box 3, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings's New England Telegraph cipher. Must be in good condition. Address Jennings, Box 6, Grain Dealers Journal, Chicago, Ill.

1,000,000 Acres, Texas Gulf Coast land. \$6.00 per acre, upward. Fast advancing in price. Its temperate yearly climate and fertile soil does it. The new Panama Canal is making people think. Send for booklet. W. H. Nill, Covington, O.

50-BBL. ROLLER process flour mill, grain, lumber, coal and hay business for sale; also good residence of 10 rooms will be sold with mill. Anyone wanting this property write at once, as it will be sold soon. Address Risser Bros., Rawson, Ohio.

FOR SALE OR TRADE.

Elevators, Mills, Hotels in Indiana, Illinois and Iowa. An Iowa elevator at a great bargain; modern; just remodeled. Land to trade for elevators. List your properties with me. J. D. McClean, 403 North Jefferson avenue. Peoria, Ill.

ELEVATORS WANTED.

ELEVATOR or mill and elevator wanted, in exchange for a good improved farm. Address Dnal, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—Up-to-date elevator in Indiana or western Ohio that handles 300,000 bus. or more per annum in good town, with Catholic church. Address, Lock Box 48, Oxford, Ind.

ELEVATOR WANTED in central Indiana. Must be in good condition and show plenty business. Give full information in first letter. Address A. B. Cohee & Co., Frankfort, Ind.

FARM TO TRADE FOR ELEVATOR—Have two farms, 160 acres each, will trade either one clear for good up-to-date elevator at good grain point. Give full description, location, competition, etc. in first letter. Address R. A. Braik, Yates Center, Kans.

ELEVATORS WANTED in Nebr. or Western Iowa; 4 or 5 good stations, at points where 150,000 to 200,000 bu. per year is handled. Will exchange or sell 700 acres fine land in central Nebr. worth \$30 per acre, or \$21,000. References, K, Box 1, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

INFORMATION WANTED: Who compose the Union Grain & Hay Co., of Louisville, Ky.? Where were they previously engaged in the business? Hoosier, Box 2, Grain Dealers Journal, Chicago, Ill.

TWO good Oklahoma farms for sale. One of 240 acres, 3 miles from Perry the county seat of Noble Co.; good upland farm much better land than the average; good house and barn; 175 acres under cultivation, balance good pasture land; price \$40 per acre. Terms to suit purchaser. The other is a 200 acre farm; 1½ miles from good town on Frisco R. R. Also in Noble Co. 175 acres under cultivation, balance pasture, about 50 acres upland, balance nice good valley land and a good producer; all under fence but no other improvements. This is a dandy good farm. Price \$37½ per acre. Address the owner, E. J. Miller, Dealer in Grain, Coal & Cotton, Perry, Okla.

FOR SALE—HAY business and 1,000 ton Hay Barn; Ind. Ter. 75 miles south of Kansas line. 27½¢ hay rate to Chicago, 13 to Kansas City. Barn equipped with patent elevators for hoisting and placing hay 35 ft. high, almost anywhere it is wanted and faster than a man can dump on the bales. Scales and all kinds of hay tools and machinery. Reason for selling: Dissolution of partnership, one member of firm going south on account of ill health; other will continue the business here in Kansas City and can't look after hay barn so far away. This is a snap for a good hay and grain man. Will show books to prove profits. Write for particulars or call on Woolsey-Stahl Hay Co., Kansas City, Kansas.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

SITUATIONS WANTED.

EXPERIENCED grain buyer wants position at good station. Can buy stock. Address, F. E. C., Box 4, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by expert grain and seedman, as Buyer, Inspector or Solicitor. Highest references. Address Martin Wade, care Hunt's Hotel, Chicago, Ill.

POSITION WANTED either buying or selling hay, straw, grain or feed. Have had experience in the business and can furnish good references. Address L. L. Dorey, 179 South Division St., Buffalo, N. Y.

POSITION WANTED with a wholesale grain company as manager or bookkeeper; would take a country station if in a good locality; best of reference. Address H. L. T. Box 4, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE—A 60-bbl. mill located in southern Ohio; excellent location; fine wheat location. For full particulars and description, address Bargain, Box 12, Grain Dealers Journal, Chicago, Ill.

"TIP TOP" mills. Owing to changes I will sell my 50-bbl. full roller mill, sifter system, latest equipment; steam and water power; dwellings and other buildings. Terms reasonable. Sam C. Scott, New Waterford, Ohio.

75-BBL. Nurdyke & Marmon Mill, sifter system, good exchange trade. Good elevator handling 4,000 bus. corn. Corn meal and feed machinery for making 150 bbl. meal; located on Ry. Selling account ill health. Starbuck, Earley & Stryker, Port William, O.

MILL AND ELEVATOR located on C. I. & L. R. R. (Monon). Steam power, all in good condition. For sale or trade for farm. No competition; situated in good town and good grain country. For description and price address R. P. Hilands & Co., Bainbridge, Ind.

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

HELP WANTED.

WE FURNISH BOOKKEEPERS, auditors, stenographers, bill clerks, yard managers, grain buyers and men for all capacities in the grain trade. S. A. Morawetz & Co., 910 Security Bank Bldg., Minneapolis, Minn.

PARTNERS WANTED.

DO YOU wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the Journal will be read by all progressive dealers. Try it.

MISCELLANEOUS.

FOR SALE or exchange for elevators in northwest—store building and stock of general merchandise of about \$18,000. Located in Wisconsin about sixty miles east of St. Paul. A clean stock and paying business. Reason, manager wants to go West. Address S. E. Oscarson, White Rock, South Dakota.

It Pays to Let Others know of your Wants

GRAIN DEALERS JOURNAL:

We are well supplied at the present time with all the goods we can handle; will ask you to stop running ads for the present. When again in the market for grain and seeds will bear your paper in mind.

H. W. BUCKBEE,
Rockford, Ill.

GRAIN DEALERS JOURNAL:

You may discontinue the "Seeds Wanted" ad. We have either purchased or located enough seeds for present needs, and we consider it an injustice to the trade to have samples mailed us for which we are not in the market. When again wanting anything in the seed line will be glad to use your columns.

C. C. NORTON'S SONS,
Greenfield, Ohio.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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Gentlemen—Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator.....

.....bus.

State.....

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h.p. Temple Pump Co., 15th Place, Chicago.

FOR SALE good 22-horse power Howe gasoline engine. Price \$250.00. Address Jeter & Jeter, Plano, Ill.

THE BEST line of gasoline engines for sale. Kenney Machinery Co., 124-128 S. Capitol Ave., Indianapolis, Ind.

TWO 12-H. P. Gasoline Engines (Olds & Calahan) for sale or exchange for a 35-H. P. Address—N. Newman, Cresco, Ia.

SECOND-HAND 10-h. p. gasoline engine for sale, good as new; bargain. Shadegg Eng. Co., 315 So. 3rd St., Minneapolis, Minn.

FOR SALE—One 25-H. P. steam engine in good repair. Have sold boiler and will sell engine at bargain. Address Geo. H. Crawford, Mendon, Mich.

FOR SALE—Slightly used engines of different makes, sizes 2 to 25-H. P. Have all been put in first-class shape and will sell cheap. Address Witte Iron Works Co., 526 West 5th st., Kansas City, Mo.

FOR SALE, new 2½ H. P. Webster gasoline engine, \$80.00; new 2 H. P. National gasoline engine, \$70.00; second hand 3 H. P. Norman gasoline engine, \$50.00. H. Pittinger, 40 Dearborn St., Chicago.

SECOND-HAND ENGINES for sale. One 5 h.p. Fairbanks; two 8, one 10, and one 16 h.p. Otto; one 10 h.p. Columbus; one 25 h.p. and one 30 h.p. Webster; 18 h.p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE—One 46 horse-power and one 26 horse-power Howe gasoline engine, both almost new and guaranteed as good as new, can be seen in operation at Quaker elevator, Minneapolis, Minn. Stewart Elevator Co., Minneapolis, Minn.

ENGINES AND BOILERS.

FOR SALE an Atlas Automatic 65-H.P. steam engine; one 75-H.P. Boiler and 40 ft. new stack; one No. 2 Dean Hot Water Boiler feed and all connections for \$400. All in first class shape. J. M. Hornung, Greensburg, Ind.

Engines, Boilers, etc.

12x36 Corliss engines, also many larger sizes.

14x14 and 13x12 Ideal automatic engines, and larger and smaller engines of this class.

8x9 Throttling Governor engine; other sizes up to 26" cylinder.

Boilers 54x14, 60x16, 66x18, 72x18; also water tube and firebox boilers.

Hugh W. Dyar,

204 Dearborn st. Chicago, Ill.

MACHINES WANTED.

WANTED to buy a Clipper Seed Cleaner. Andrew O. Crist, Pond Creek, Ok.

MOTORS FOR SALE.

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

FOR SALE, Dynamos and Motors new and second hand. Direct or alternating current. Corbin & Guion, 52 West Jackson Boulevard, Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE—Ideal car loader. Good as new. Address T. B. Marshall & Co., Kirkwood, Ohio.

FOR SALE. One No. 4 Monitor wheat separator good as new. Address P. O. Box 75, Jamestown, Ind.

FOR SALE CHEAP one Gilbert's Universal Roller Mill, eight rolls 6x18 in. in good condition. Flower City Charcoal Co., 59 West Ave., Rochester, N. Y.

FOR SALE—One Bowsher mill with bagging elevator, first class condition; one 20" Sprout & Waldron Vertical Buhr Mill, nearly new. Munson Bros. Co., Utica, N. Y.

FOR SALE a No. 17 Clipper mill good as new; has full set of 20 screens suitable for cleaning peas, beans and grain; also long cone pulleys. Cost \$100. Our price is \$50. f. o. b. Petoskey. Address Darling & Beahan, Petoskey, Michigan.

MISCELLANEOUS FOR SALE

FOR SALE CHEAP—3 doz. pulleys—Various sizes; one No. 17 Tornado Feed Mill. The Hayes Milling Co., Portland, Ind.

BOILER COMPOUND—Keeps boilers clean; removes scales; insures longevity. All elevators need it. Write for prices. Davey & Co., Grand Av., Chicago.

IMPROVED SAMPLER for grain bins, a device filling a long felt want in country and terminal elevators. Exclusive territory for sale. P. M. Ingold, Corn Exchange, Minneapolis, Minn.

FOR SALE—50-H.P. Westinghouse gas or gasoline engine as good as new. Has not seen to exceed 9 months of actual wear. One dynamo Fairbanks Morse, No. 1303 D. K. W. 10, A. M. P. 83-Volts 120-R.M.P. 1250. One dynamo Fairbanks Morse, No. 1386 K-K.W. 60-A.M.P. 110-Volts 525 R.M.P. 925. Address, S. M. Isbell & Co., Jackson, Mich.

FOR SALE.

1, 125-H.P. left hand automatic Atlas engine, heavy duty,

2, 80-H.P. Return tubular boilers, full flushed front,

1, 200-H.P. Cochrane Heater.

3, Gardner Duplex pumps,

1, 60"x17" ¼" steel tank, with all necessary piping, cut and threaded, to connect boiler and engine 20" centers. Address Capital Grain & Elevator Co., Oklahoma City, Okla.

MACHINERY FOR SALE.

1 second-hand 40 H.P. horizontal steam boiler, return flue,

1 second-hand 15 H.P. horizontal Atlas steam engine;

1 second-hand Cochrane Open Heater for 60 H.P. boiler,

1 second-hand steam boiler feed pump for 60 H.P. boiler,

1 second-hand Snyder Hughes Duplex horizontal steam pump having 12"x12" steam cylinder and 10"x12" water cylinder, a 6" suction and 6" outlet. Also pipes, pulleys and valves for connecting this machinery. All practically as good as new and are in the way and must be sold. J. R. Marsh, Cedar Vale, Kansas.

SCALES FOR SALE.

SCALES for elevators and mills; low-est prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

FOR SALE one six ton Monarch Scale, bought for elevator but did not have room to install. New and guaranteed all right. Price \$75. Address—Hogan & Ferguson, Norborne, Mo.

ENGINES WANTED

WANTED: 1 second-hand 50- to 60-H.P. steam engine; 1 80-H.P. horizontal steam boiler and all connections complete; 1 Cochrane open heater for 80-H.P. boiler. Address Pearson & Hayton, Marshall, Okla.

MISCELLANEOUS FOR SALE.**GRAIN TESTERS.**

Two quart testers, one quart testers, one pint testers, the best are cheapest, we have the best, write us for prices. A. S. Garman & Sons, Akron, O.

FOR SALE—Patent on my Combined Portable Ear Corn Dump and Elevator. can unload 40 to 50 bus. of ear corn from wagon and elevator into crib in 5 to 10 minutes, can be used in double cribs, can be run by hand or horse-power: Will sell part interest or all. Address J. Peterson, Glen Rock, Nebraska.

HAY WANTED.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Car Load Dealers, Baltimore, Md.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

FERRETS FOR SALE.

FERRETS, fine working stock, prices low. C. & L. Phelps, Dept. Y, Nova, O.

6,000 FERRETS. Clear your buildings from rats. Descriptive Ferret book and price list sent free. Address Levi Farnsworth, New London, Ohio.

Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

The Practical Gas Engineer, by E. W. Longenecker, M. D., Price, \$1.00.

The Gas and Gasoline Engine, by Norman & Hubbard, Price, \$1.00.

The Gas Engine Handbook, by E. W. Roberts, Price, \$1.50.

Gas Engine Troubles and Remedies, by Albert Stritmatter, Price, \$1.00.

Plain Gas Engine Sense, by E. L. Osborne, Price, \$1.00.

For any of the above address,

Grain Dealers Journal
255 La Salle Street, Chicago, Illinois

SEEDS FOR SALE.

CLOVER, ALSYKE SEED for sale. Address Walter G. Trumpler, Tiffin, O.

KHERSON SEED OATS for sale. W. H. ROE, S., F. & G. CO., Kearney, Neb.

TIMOTHY and Clover for sale. Get samples and prices. All kinds of field seeds. Weber Seed Co. Box 25 Peoria, Ill.

MILLET, CANE SEED, Kaffir Corn, Alfalfa and all kinds of Grass Seeds for sale. Address J. G. Peppard, Kansas City, Missouri.

HIGH GRADES RED CLOVER and Alfalfa for sale. Write for samples and prices. Wm. G. Scarlett & Co., Baltimore, Md.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

SEED CORN \$1.60. Oats 50c. Clover Seed. Standard varieties. Recleaned. Satisfaction. Our seeds grow. We grow our seeds. Wile Seed Co., Colfax, Ind.

FOR SALE—All kinds of seeds, clovers, timothy, Red Top, Blue Grass, etc. Write for samples and prices. Ohio Valley Seed Company, Evansville, Ind.

SEED BARLEY AND SEED OATS raised on Mississippi Bluffs, clean, heavy and bright. Write us for samples and prices. R. E. Jones, Co., Wabasha, Minn.

ALFALFA, millet, cane seed, kaffir corn, popcorn, and other Kansas Grown Seeds for sale. Write for samples and prices. Barteldes Seed Co., Lawrence, Kan.

SEEDS.

Buy or Sell.

Clover Timothy, Millet and Blue Grass.

B. F. Adams,
Seed Merchant, Peoria, Ill.

THE OHIO SEED COMPANY TOLEDO, OHIO

Clover, Timothy and all kinds of Field Seeds
Ask for or send samples and we will
quote prices.

Correspondence and Consignments Solicited.
SPOT AND FUTURES.

No Buckhorn in our Clover Seed

Little Red, Mammoth, Alsylke
Home Grown, Pure Stuff
Write for Samples and Prices

BOURBON ELEVATOR CO., Bourbon, Ind.

SEEDS FOR SALE.

WESTERN HEADQUARTERS for Western grown Alfalfa, clover, timothy, millet, sorghum and Kaffir corn. Write for prices to Missouri Seed Co., Kansas City, Mo.

IOWA GROWN Timothy seed and limited quantity Fancy Red Clover seed. Bargains in Amber Cane and Kaffir Corn. Write us now. M. Young & Co., Winterset, Iowa.

PURE BRED SEED CORN limited quantity of very choice improved Leaming. Prospective buyers will find it to their advantage to write at once to J. H. Coolidge, Galesburg, Ill.

MACARONI WHEAT, Beardless Barley, White and Black Hullless Barley, Japanese Buckwheat, Bormus Inermis and different kinds of Millet. Farmer Seed Co., Wm. Kueker, Mgr., Faribault, Minn.

CLOVER SEED—New crop Iowa grown, tested and recleaned: Medium, Red Mammoth and Alsike clover, also alfalfa, timothy, blue grass, etc. Write for prices and catalog. Iowa Seed Co., Des Moines, Iowa.

MEDIUM CLOVER—We have it! Our prices are right. Ask for samples. Grown in Northern Indiana only. Also Mammoth and Alsike. Get our prices before you buy. Don't forget it! O. Gandy & Co., South Whitley, Indiana.

REDTOP-TIMOTHY.

A postal will bring samples, prices, etc. We are largest cleaners, and handlers of seeds in Southern Ill. All seeds bought direct from farmers and offered you in car lots or less.

SCHULTZ SEED CO., Olney, Ill.

SEEDS—We buy and sell CLOVER, TIMOTHY, RED TOP, MILLETS, POP CORN, KAFFIR CORN, CHICKEN FEED GRAIN, ETC. WRITE US. DO IT NOW. Sample envelopes for the asking. The ILLINOIS SEED CO., CHICAGO.

THE BEST PLACE TO BUY

The Best Place to Sell
Headquarters for

Red, white Alsike and Alfalfa Clover, Timothy Seeds, etc. Mail us your orders and get bargains. Rosenberg & Lieberman, Milwaukee, Wis.

ALFALFA—We have several cars of the very best seed obtainable. Write for prices. Ask for circular A-1, which gives full instructions for growing. We'll give you one or sell any number for 5c each. J. E. Wing & Bros., Box 2, Mechanicsburg, O. Branch office Box A-1, Eutaw, Alabama.

POPCORN WANTED.

POP CORN WANTED—Correspond with us. Bradshaw Co., 72 Park Place, New York, N. Y.

FLOUR FOR SALE.

OUR BLENDED flour Gerbelle makes baking day a delight. Try it. If you can't use a full car, we can fill it out with feed or grain. The Goshen Milling Co., Goshen, Ind., U. S. A.

GRAIN FOR SALE.

KAFFIR CORN and chicken feed, wheat for sale. Get our prices. Address The A. R. Clark Grain Co., Wichita, Kans.

GRAIN WANTED.

J. L. Roach, Grain & Mill Broker, Memphis, Tenn., wants your account.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

WHITE CORN WANTED. We want a regular supply of Illinois and Indiana white corn for our Southern trade. Corn will be accepted and settled for on weights and inspection at Columbus. Write us. The Seeds Grain & Hay Co., Columbus, O.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

WANTED—Car of Early Champion Swedish, Russian Green or any good seed oats. Send samples to Sol Walters, Bruce, S. D.

CANE, MILLET, Black and Red Oats. Clover, Timothy and Alfalfa Seed wanted in car lots. Send samples and prices. ARCHIAS' SEED STORE, Sedalia, Mo.

MAMMOTH CLOVER, Timothy, Cane Seed, German, Siberian, Early Fortune and Broom Corn Millets. Send samples to J. G. Peppard, Kansas City, Mo.

SEEDS WANTED: clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second Str., Louisville, Ky.

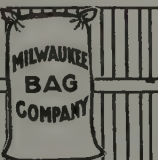
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Board of Trade

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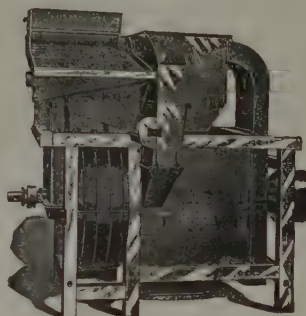
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This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

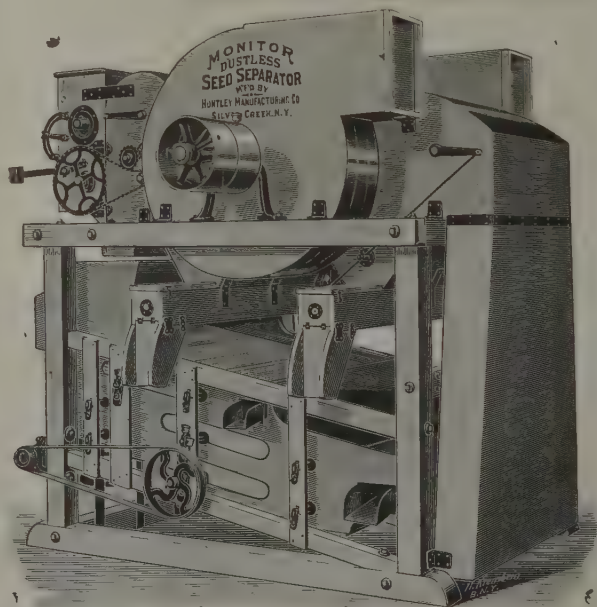
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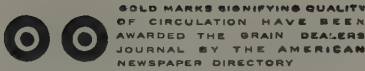
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The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., FEBRUARY 25, 1907.

FARMERS would stop growing mixed oats if buyers would accept them only at a discount.

OUR reform legislatures might give some attention to the bucket-shop sharks with much benefit to the grain trade.

JACK FROST in coming out of the ground may displace the foundation or timbers of your wagon scale. Better keep close watch.

DOCKING receipts for future shrinkage is a relic of the grain trade's dark age and should be abolished by every public weighing department.

TEXAS wheat crop seems to have been badly damaged by the green aphid, but the grain dealers of the state are not writing much about it. Are they all short?

MILLERS who are removing smut and must from wheat with lime are much opposed to any grain being purified with sulphur fumes by those wicked grain elevator men.

THE bag lending abuse has received another blow from the millers of Southern Illinois, who have signed an agreement not to lend bags, but to sell what they have on hand at a low price. This antiquated practice has been stopped by the grain buyers of most sections and can not last much longer where grain dealers work together.

CAN it be that the large shippers and receivers who are opposing the enactment of reciprocal demurrage laws do not pay demurrage but would be required to do so should such laws be enacted?

TELEPHONE sales should be quickly confirmed by letter by both parties and all conditions clearly specified. Then if there is any misunderstanding it may be corrected before the market changes materially.

CLEANING seed grain for farmers has proved a profitable investment for every elevator man who has tried it except the one who caught the farmer selling the "choice cleaned seed" to a distant seed dealer.

NOW that Chicago has discontinued all docking of grain receipts for future shrinkage, other markets tolerating this little graft will also be likely to shut down on it. Shippers can hasten the day by protesting.

TELEGRAPH companies have advanced wages of employes ten per cent and are now arranging to place a new schedule of rates in force which will increase cost of service to patrons fully twenty per cent. Will the public stand for the extortion?

GOVERNMENT crop reports will again start to mislead the public next month—27th season of misinformation. If Congress would only turn the money now wasted in the free distribution of seeds over to the Crop Bureau, the Government Crop Reports would be far more reliable.

EXPORTERS will heartily agree with the excellent suggestions for guarding the interests of foreign buyers of American grain, which are advanced elsewhere in this number by a Marseilles importer who attended the London conference. By carrying out his suggestions the offending inspectors, who have willingly misgraded any grain offered by friendly exporters will be blacklisted as they deserve.

CAR SEALS are to be recorded by grain inspectors in Kansas hereafter if the law now pending before the state legislature is passed. They should be recorded and reported back to the shipper everywhere, that he may have some opportunity of knowing whether or not the railroad company performed its duty and protected his property from petty thieves along the way.

WRITE your representatives in both houses of Congress regarding the country's need of a reciprocal demurrage law which will insure shippers getting cars when needed. Such a law would improve the car situation in all the states and help interstate as well as intrastate business. As Congress expires by limitation March 4, shippers must work fast and earnestly to secure any measure of relief.

MINNESOTA'S grain inspection department is noted for the careful, conscientious work of its inspector, yet they are not perfect for out of 43,445 cars held out for reinspection only 18,184 were confirmed, while the grade of 15,779 was raised, 3,303 lowered and the dockage in 6,179 cases was changed. Of the 18,716 cases appealed to the Board of Grain Appeals 12,251 were confirmed and 6,465 changed.

LOCAL merchants who court the good will of the elevator operators at their station by promoting the organization of a new grain elevator company evidently are itching for a little more competition in their own line, and some of them will get it. Several well-established elevator men have nipped such competition in the bud by advertising the opening of a new general store. It has served to bring meddlesome merchants to their senses.

EX-PRESIDENTS of grain dealers assns make far more valuable members after they have served a term or two as president, because they are more familiar with the real objects of the organization and know how to attain results. Therefore, they can be of much assistance to the man in the chair who may have some excellent new ideas, but not know how to carry them out. Then, too, after a man has served in the chair he is more willing to participate in the discussions and thereby contributes largely to the meeting and the work in hand.

MISSOURI politicians continue to ignore the demands of the grain trade and have advanced the bill introduced by the Railroad and Warehouse Commission to give it charge of the weighing of grain at all elevators of that state. At the only points where public weighers are needed the exchange weighers are giving perfect service and the members of the trade interested are entirely satisfied. The politicians have no interest in the commercial welfare of the state and will not hesitate to saddle a state weigher upon every elevator operator of the state. What they really seek is patronage.

THE CHARGE that a reciprocal demurrage law will open the way for rebating in favor of large shippers is the veriest nonsense. The railroads could just as readily give rebates to the small shippers under the same law. If it were found by experience that a reciprocal demurrage law did promote rebating and discriminations then it would be time to provide heavier fines to discourage such favoritism. But it would seem that existing laws are rigid enough to hold the rebaters in check for all time. If the railroad officials are determined to take chances on breaking into the penitentiary, they can find ample opportunity without any reciprocal demurrage laws being taken into consideration.

EVERYWHERE the would-be grain shipper's daily question seems to be the same: When will I get a car?

EVEN the Railroad Committee of the New York Legislature has reported favorably a reciprocal demurrage bill, but Congress has done nothing.

AT LAST Denver grain dealers are earnestly discussing the advisability of joining hands in the employment of a public grain inspector. With the adoption of the Uniform Grades Denver would facilitate and promote its own trade.

BY advancing the yearly rental for elevator sites on rights of way and trying to make the elevator owner responsible for all damage done to elevator, cars or freight in the neighborhood by wind, fire or derailed cars the railroads are slowly driving the elevator men to move their elevators to their own ground, where they can be independent of the railroad and free of the unjust demands. T. E. Ireton of Van Wert, O., has sued the Pennsylvania railroad for large damages because sparks from one of its locomotives set fire to his elevator.

EXCHANGES where ear corn is received by the carload will gladly second the recommendation of the Superintendent of the Cincinnati Chamber of Commerce that confusion and misunderstandings be avoided by the adoption of a uniform weight for a bushel, to serve as the standard the year around. In Ohio and Indiana especially does the varying standard weight for a bushel of ear corn cause the members of the trade who try to heed the law much trouble. Many simplify the matter and their own bookkeeping by buying ear corn by the hundred-weight. Uniformity in standard weights, grades and customs will some day be forced by the progressive grain dealers assn's to the great advantage and profit of all connected with the trade.

PLUGGING grain shipments should be vigorously denounced by every ass'n of shippers and receivers. The shipper who indulges in this fraudulent practice merits expulsion from every trade organization and everyone guilty of the crime should be posted on the grain exchanges and published in the trade journals. His offense against trade ethics and common honesty should not be tolerated even long enough to convince one Indianapolis receiver that he should be given the right to reinspect and refuse acceptance twelve days after first inspection. It would be safer for track buyers if they would bid for a higher grade or have the inspection made more rigid. They can not in fairness ask shippers to guarantee the work of their own inspectors twelve or even two days. The shipper has no voice in the selection of the inspector altho he pays his salary.

BAD ORDER cars received at Minneapolis terminals during the last crop year do not show Northwestern shippers to be guarding their grain as they should. The Grain Inspection Dept. report shows that 12,230 out of 235,422 cars arrived in bad order. Of these 4,849 were without seals; 1,174 with seals broken; 876 open end and side doors; 1,652 leaky grain doors; 222 with leaky end, side and bottom; 1,486 with no fastening; 1,848 poorly fastened and 123 with no doors. Is it any wonder shortages occur in shipments?

IF MISSOURI grain shippers and dealers wish their business taxed to furnish sinecures for ward workers in a state weighing dept., they should forget that Senator Avery has introduced a bill empowering the Railroad and Warehouse Commission to weigh grain in all public and private elevators. The politicians will surely pass the bill unless every one interested in the continuation of the present excellent system of checking weights at Kansas City and St. Louis protests vigorously and repeatedly. The gang is hungry for more pay and it will take an earnest fight to keep it out of the crib.

SO MANY lives have been sacrificed to the suction of the emptying grain bin that it would seem time elevator builders adopted some uniform means of preventing the continued loss of life. Terminal elevator owners could accomplish this by removing all ladders from bins, thus making it necessary, when men must enter the bins, that a derrick with heavy rope be provided for lowering man into bin. Those who attend the derrick will guard the man who is lowered into the bin and save him from suffocation, which has been the lot of so many men who have climbed down the ladders to eternity.

CORN will not only be King, but will be the whole thing at the National Corn Exposition in Chicago, Oct. 5th to 19th. Inasmuch as \$100,000 in prizes and premiums will be given to exhibitors several contestants will enter their corn. The cause of careful selection of seed corn, better cultivation and intelligent preparation for market will receive such an impetus as to result in the production of more and better corn thruout the West. Low railroad fares will prevail and many grain dealers will come to Chicago to see the show, so it would be greatly to the advantage of the Grain Dealers National Ass'n to hold its annual meeting at the same time and place. By holding the National convention the middle of the last week of the show it would not interfere with the state and local meetings and a large attendance will be assured. No doubt the time and place of the annual meeting would have been set long ago, but none of the cities formerly asking for the meeting now want it.

WEEVIL have caused more damage to stored grain the past winter than for years and grain will need careful watching for some time. Some sufferers have attempted to obtain relief by blowing zero atmosphere thru the grain and been amazed to see the pest liven up with the rising temperature. An occasional application of bisulfide of carbon will exterminate the bugs, but must be applied very carefully.

GRAIN men operating elevators along the Illinois Central met at Gilman last Monday and signed an agreement to sue the railroad company for all damages resulting from its neglect to furnish the cars needed. Every elevator is full to the roof and the elevator men fear warm weather will bring hot corn and heavy losses. Every step taken at the meeting was with the advice of an attorney in attendance, so the dealers are in earnest and propose to have cars or damages. If all would-be shippers would bring suits for damages resulting from carriers not supplying cars more cars would be furnished.

THE claim of the railroads that the shortage of cars is due solely to an unprecedented demand is not supported by the facts in all sections. For instance, the annual report of the Minnesota Grain Inspection Dept. shows the number of carloads of grain and flaxseed inspected upon arrival at Minnesota terminals during the crop year ending Aug. 31, 1906, to have been 235,422, while for the crop year ending Aug. 31, 1898, 279,112 carloads were inspected, and during the crop year of 1894-5 250,805 cars were inspected. Can it be the railroads of the northwest have made no improvements in or additions to their equipment since then or is the dearth of cars due to mismanagement? The crops of 1894 and 1897 were moved before the heads of the operating departments had become possessed of a mania for reducing the cost of moving freight per ton, per mile. The grain was offered and they moved it quickly. Grain was not held at division points until enough cars to make a maximum load for a locomotive had accumulated. The shippers of the country have suffered heavy losses because of inability to market their grain. The railroads have also lost heavily, yet seem to be unwilling or unable to make any effort to remedy the trouble. So long as shippers tolerate the present profit destroying handicap of the grain business they must expect the railroads to ignore their needs and to laugh at their demands. If every shipper would beg his representatives in Congress for speedy relief from the inefficiency of railway managers something might be done by the present Congress which expires next week. A strong federal reciprocal demurrage law would do far more to relieve the situation than a dozen state laws.

MARKETS ON THE ROLL OF HONOR.

Over sixty days have passed since the Uniform Grade Congress gave its recommendations to the trade, yet only five rule making bodies have adopted the new rules to go into force the first of next July. No doubt other rule making authorities have been considering the advisability of adopting the new rules, whose meaning is clear and definite, but none have screwed their courage up to the sticking point. It is not claimed that the new rules are absolutely perfect, but they form an excellent start on the right road.

The markets which will use the new rules after July 1 next are

Toledo,
Norfolk,
All Minnesota markets,
Philadelphia, if other seaports do,
Cincinnati.

Pittsburg Grain and Flour Exchange

It will take considerable agitation and influence to induce all to join this excellent move for uniformity and simplicity, but surely the gain for each market and the trade at large is sufficient to justify each dealer to work earnestly and persistently for the adoption of the uniform rules in his markets. Awake to your own interests and keep moving lest the conservative love for the established disorder of grades leads the rule makers to cling to the old indefinite rules regardless of their frequent condemnation in the past by every one identified with the trade.

The new rules have been endorsed by the Indiana and the New England grain dealers ass'ns, but more activity than this will be needed to attain any results.

More power over pure food standards than it ever asked was given the Dept. of Agri. Feb. 14 by the senate committee on agriculture.

Oats and screenings from the eltrs. at Snowflake, Man., Canada, are being mixed with soft coal and burned, on account of the coal famine.

For grain inspection an appropriation of \$15,000 is carried by the agriculture appropriation bill, which authorizes the sec. of the dept. to establish laboratories.

An increase of the tax on ships carrying cereals imported from foreign countries, passing into rivers and bays of the German Empire, is being considered to protect domestic cereal growers.

Stockholders of the Quaker Oats Co. held their annual meeting in Jersey City Feb. 15. The financial statement shows that the profits of the company for the fiscal year ending Dec. 31 was \$1,283,389 or an increase of \$163,816 over the preceding year. In August all of the assets and properties of the American Cereal Co. were taken over by the company and in Oct. the first dividend on common stock was paid. Extensive advertising is the basis of the success of the company. Pres. Crowell said in his address to the stockholders that more Quaker products are sold in the world than goods of any other character.

Seeds

The demand for red seed oats is about over, writes A. L. Deibel of Little Rock, Ark.

The committee on finance of the Minnesota senate has decided to recommend favorably the bill appropriating \$25,000 as loans to farmers to be used for the purchase of seed grain.

The Simonds-Shields Grain Co. has been appointed general western distributing agent at Kansas City, Mo., for the improved seed corn grown by Funk Bros. Seed Co., of Bloomington, Ill.

This season is an exceptional one in clover seed. How much will the imports be and how much will the demand be? Don't read your answers in the stars or in ancient history.—C. A. King & Co.

The Colorado Grain & Seed Growers Ass'n has issued a very interesting bulletin giving methods of seed selection and testing, and for the treatment of grain for smut, which will be sent to those sending postage to the secy., F. Knorr, Fort Collins, Colo.

London, Eng.—English reds continue to be marketed rather freely. Prices are near a healthy basis. French reds are reasonable. Americans continue to absorb the Chilians. Continent has absorbed a large quantity of our medium and best qualities. All thru January a substantial business was done, but demand is higher at present.—Corn Circular.

February receipts at Toledo this season will total about 4,500 bags of red clover seed. They have been partly used to fill March sales, some imported seed and a little from country shippers. They were 4,700 a year ago; 3,100 two years ago and 6,600 three years ago. March is the cleaning-up time, when interior shippers generally send in their surplus. Will they have much this season? March receipts last year were only 4,200 bags, against 6,300 two years ago and 15,700 three years ago.—C. A. King & Co.

Omaha, Neb.—The Nebraska Seed Co. has brot suit against A. Rousset of Paris, France, to recover \$3,500 damages for the delivery of lucerne seed of inferior quality. On Nov. 16 the company bot of M. Rousset, who is a seed dealer, a large quantity of lucerne seed at \$11.40 per 100 lbs., and paid therefor \$48,840. On delivery the seed is alleged to have been below the quality specified in the contract.

Exports of seeds during the 12 months prior to Jan. 1, 1907, included 3,615,873 lbs. clover seed, 14,327,841 lbs. timothy seed, other grass seeds valued at \$358,559 and 20,215,755 bus. of flaxseed; compared with 5,301,144 lbs. clover seed, 10,711,127 lbs. timothy seed, other grass seeds valued at \$248,106 and 23,769,164 bus. of flaxseed for the year of 1905, as reported by O. P. Austin, chief of the Bureau of Statistics. Imports for the 6 months ending Jan. 1, 1907, included 6,302,618 lbs. clover seed, imports for 1905 not being reported. Imports of flaxseed for the 12 months were 82,906 bus., against 231,641 bus. for 1905.

Chicago received during the week ending Feb. 23, 1,015,350 lbs. timothy seed, 233,585 lbs. clover seed, 562,300 lbs. other grass seeds and 7,700 bus. flaxseed; compared with 696,115 lbs. timothy seed, 148,788 lbs. clover seed, 403,825 lbs. other

grass seeds and 13,500 bus. flaxseed for the corresponding week of 1906. Shipments for the week have been 836,212 lbs. timothy seed, 101,506 lbs. clover seed, 1,284,615 lbs. other grass seeds and 2,700 bus. flaxseed; compared with 393,732 lbs. timothy seed, 187,482 lbs. clover seed, 1,028,955 lbs. other grass seeds and 2,894 bus. flaxseed for the corresponding week of last year.

London, Eng., Feb. 11.—The quantity of English red clover coming out still continues immense, and unfortunately the shipping demand has fallen off somewhat in consequence of the fall in prices in America, resulting in a slower trade here with prices somewhat in buyers' favor. The home trade is only moderate, buyers knowing the enormous crop to be dealt with are acting with great caution. Ribby and discolored lots are quite neglected. White clover is in good request at the low prices now ruling. Alsike good demand, prices very firm. Trefoil a somewhat better inquiry and prices a shade harder. Natural grasses in good demand, prices hardening. French Italian ryegrass continues firm with an increasing demand. Lucerne a good demand, and prices remain firm. Rapeseed becomes more scarce every day, and prices have now reached the high level of 90/— per qr.—W. H. & H. Le May.

TOLEDO SEED LETTER.

The failure of Cratz Bros. is attributed by W. T. Cratz, the surviving brother, to the unsettled condition of the market in the past three years and the large crops in Pennsylvania and Maryland. This caused a restricted trade in those places and with the bad Toledo market were too much to stand. To the large foreign imports, too, Mr. Cratz attributes much of the failure. It is probable that the firm will pay about 50 cents on the dollar and possibly more. The indebtedness on change was very light. W. E. Cratz launched the business himself in 1885. Two years later his brother Henry became interested and remained with his brother till he died two years ago. Since that time W. E. Cratz has been running the business himself. It is probable that Mr. Cratz will enter the manufacturing world. No receiver has been appointed and it is probable that the matter will be settled by the banks.

It would appear generally that the majority of seed men are firm in the belief that a high price is bound to come and very soon. While there are many who are selling at the very low present figure they, too, feel that a higher figure is bound to rule and that the only reason for a sale at this time is a quick turning of the investment or inability to hold for any length of time. During the past week futures and options were remarkably quiet but the cash demand was sufficiently urgent to advance the spot lower grades about 10 cents. Towards the end of the week the cold wave which came on with great force had a tendency to lull things a little but this is looked upon as merely for the moment. Another point to be considered at this time is the fact that if Toledo were to receive the entire import amounting to about 53,000 bags less the 15,380 bags which according to government figures was of too low grade to be considered, which leaves 37,620 bags, there would still be a deficit in the amount of seed to be disbursed. Toledo annually will disburse fully 100,000 bags and with the present indications to judge from she will fall way short of filling the requirements of the market, foreign goods and all.—S.

Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

ONLY TWO CARS THIS MONTH.

Grain Dealers Journal: The six elevators here have received only two empty cars each this month to load. It appears to us that the railroads are more interested in extending their lines than in supplying their shippers with cars.—James Madden & Son, Worthing, S. D.

CARS THREE MONTHS IN TRANSIT.

Grain Dealers Journal: The grain trade has been at a standstill, as no grain has been shipped from here since the first part of December. Cars shipped as early as Dec. 10 have not yet reached the market, and we do not expect to get a car of grain to market in the next 60 days. We had our first train since Jan. 8 on Feb. 5.—Flora Elevator Co., Flora, N. D.

NO CARS—HEAVY LOSS.

Grain Dealers Journal: On account of the car shortage I am unable to fill contracts of corn. I have had to turn away men who would sell 16,000 bus. I have elevator full and am using all bins and granaries available; and now the railroad company has notified me to load no more grain for Peoria. This blocks all. My loss will be not less than \$300, and probably more.—Wm. Plowright, Blandinsville, Ill.

THE CAR SHORTAGE; ITS CAUSES AND REMEDY.

Grain Dealers Journal: The car shortage is due to bad management, apparently; lack of equipment, and negligence of employees.

From actual observation and experience I have known empty box cars to stand around on side tracks for weeks for no other purpose than fear that some competitive point would call for a car and it would not be forthcoming.

The manager of the Union Pacific came out recently in a letter claiming that by overloading a locomotive three 60,000-lb. cars above the horse power test he had saved the operating expense of 3c per mile. This in my estimation is the rankest folly, as I see too much of it on the U. P. An engine will do it about 2 trips; then it is ready for the shops and a 2 to 3 weeks' rest, followed by a howl about shortage of motive power. Are they not making their own shortage?

The equipment is not as short as they try to make out. Where have all the cars gone? Some place must be full of cars.

In the rush of the season I have known employees to refuse absolutely to set cars without being well "greased," and sometimes more than it is worth. They will let cars stand after they are loaded until they should be at their destination before they move them.

After a wreck on the U. P., instead of repairing their tracks they lay off the section men long enough to save the

cost in wages and the consequence is another wreck in a short time. A law should be passed compelling the roads to keep their roadbed in a passable condition. Instead of overloading their power above what it can do and sending many engines to destruction the management should load the engines to what they can do and keep them at it.—John McClune, Carlton, Kan.

RAILROADS CRUSHING GRAIN MEN

Grain Dealers Journal: It just seems as tho the railroad companies are determined to crush grain men out of business. The car famine has cost us this year \$2,000 and no let up yet.

In September we got 2 cars, in October 2, November 2, December 3, and in January 6. The last car was loaded Jan. 12; and since, to date, Feb. 8, we have not had a car.

Piled on the ground we have 12,000 bus. of corn. The elevator is full to the roof. We have corn contracted and wheat waiting to the hauled as soon as cars can be obtained. We could load 25 cars now.

We have turned away 25,000 bus. of grain on account of the car shortage.

It seems that this is the time for our lawmakers to get to work for the common people. If the railroads can't run the business better than lately, the lines might better be turned over to a few little boys to play with.—McCutchen & Pfile Grain Co., Middleton, Okla.

CAR SHORTAGE THE WORST EVER.

Grain Dealers Journal: We don't think there is any danger of the car situation easing up at once. It is simply worse than we ever knew it to be before. It is in no one place, but is everywhere. One might think that the roads had all combined to sink their freight cars in the bottom of the sea. Our lines running thru this town five and ten years ago used to be filled with double header trains. To-day there are none. We can't get cars to even move flour. What has become of them?

The railroad's story that they couldn't keep pace with the country's prosperity is nonsense. Iowa hasn't as many people as it had ten years ago. South Dakota raises corn instead of wheat and consolidates it into pork and cattle that are hauled to Sioux City, instead of large freight trains of grain going to Chicago. So the increased call for cars is absurd.

There isn't a station on the Milwaukee road that is shipping 50 per cent of the grain it shipped ten years ago. This same road has extended its lines within that time about 60 miles across the river from Chamberlain, S. D., where it runs bi-weekly freight trains. All this time it claims to be building thousands of freight cars. Now the query is, Where are they? The I. C. R. R. is just as bad and we think a little worse. It simply does not supply one car in ten that is asked for. I think it is one of the hardest problems to solve I ever knew.

Some think it is because the government is butting in, but this doesn't look plausible, as the railroad companies must be losing millions of dollars by this withholding of freight cars.

There is one strange thing that we notice in traveling over their lines and that is, we notice the side tracks all contain large numbers of freight cars either loaded or empty with one being unloaded

and none being filled. That looks as if the companies were doing it on purpose. We did think a few weeks ago that the receipts of corn would be very heavy, but we have changed our mind. As the railroad companies won't furnish the cars and the farmers are inclined to hold the corn, we conclude that corn will be strung out the entire season with no great surplus at any time. Farmers are all bullish, and very little is being offered. Oats is still worse. We believe that May oats will go to 45c and that July will follow.—Scott Logan Milling Co., Sheldon, Ia.

LONG WAITS FOR CARS.

Grain Dealers Journal: The car situation is pretty tight. We have to wait 10 to 20 days for cars, and longer for cars of specified capacity. I have at this station waited 45 days for a car of 40,000 lbs. capacity.—L. H. Blair, mgr. J. K. Elliott & Co., Fairmount, N. D.

ASKS SUPPORT FOR ILLINOIS RECIPROCAL DEMURRAGE BILL.

Grain Dealers Journal: I wish every Illinois grain shipper would read and actively support the following reciprocal demurrage bill introduced in the Senate Feb. 7th by Senator I. M. Lish of this city:

A BILL

For an act to amend an act entitled, "An Act in relation to fencing and operating railroads," approved March 31, 1874, in force July 1, 1874.

Section 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That an act entitled, "An Act in relation to fencing and operating railroads," approved March 31, 1874, in force July 1, 1874, be and the same is hereby amended by adding seven additional sections, to read as follows:

Sec. 40. Any railroad company engaged as a common carrier in the transportation of freight in car load lots, upon written request of any shipper to furnish one or more freight cars to be loaded for shipment over the railroad operated by such railroad company, shall within seven (7) days thereafter, Sundays and legal holidays excepted, place at the named loading point the car or cars so required; and for each twenty-four (24) hours' delay or fraction thereof, on the part of such railroad company in not placing such car or cars, at such loading point after the expiration of said seven days, such delinquent railroad company shall become indebted, and on demand shall pay to such shipper the sum of one dollar for each and every car demanded at such loading point. When a shipper makes written application to a railroad company to furnish one or more freight cars, specifying a future day, giving not less than seven (7) days' notice, then it shall be the duty of said railroad company to furnish such car or cars on the day specified in the application.

Sec. 41. The written request specified in the preceding section shall be presented to the local railroad agent in duplicate, signed by the person or corporation desiring cars, and thereupon such railroad agent shall execute one copy of the same and endorse his receipt on the other with the date of receipt of the same and return it so endorsed to the person presenting such written request for cars. Any railroad agent neglecting or refusing to so endorse and return such written request, shall be fined not less than twenty-five dollars (\$25.00) nor more than one hundred dollars (\$100) for each failure, the said fine to be recovered in an action of debt before any justice of the peace or municipal court of the proper county.

Sec. 42. Any person or persons or corporation obtaining cars to load, shall be obliged to load them and furnish billing to the railroad company furnishing said cars within twenty-four (24) hours from the time the said railroad company has placed the cars ordered in a proper position to load, Sundays and legal holidays excepted, and for failure to do so shall pay a demurrage of one dollar per car for each day or fraction of a day said car or cars remain unloaded after the expiration of said twenty-four hours.

Sec. 43. It shall be the duty of any party receiving loaded cars to unload them within forty-eight (48) hours after they have been placed at the proper place for unloading or pay one dollar (\$1) per day for each twenty-four (24) hours thereafter for each car that is not unloaded.

Sec. 44. The payment by said railroad company of demurrage provided in this Act shall in no way waive, invalidate or bar any claim any shipper or consignee may have or make for damages occasioned by unusual delay in transit on the part of such railroad company, or for other cause.

Sec. 45. The foregoing provisions shall not apply to any case where the shipper expressly requests any railroad company to furnish cars belonging to any other railroad company.

Sec. 46. All claims or demands for demurrage may be sued out before any justice of the peace municipal or other court of the proper county.

I am heartily in favor of this bill. There could be no news you could print that would be of more value to the grain dealers of Illinois, and I believe it will go a long way toward having this bill passed.

The Legislature is a creation of the people and the people's voice should be listened to as to their vital needs in everyday life. The action of the Legislature should in some measure represent the wishes of its constituents. No doubt every grain man in Illinois has suffered sufficiently by the car shortage to be heartily in accord with any measure that would bring relief. The only thing necessary to relieve the present situation is to arouse each individual grain man and have his wishes made known in no uncertain tone to his representative in the Legislature. I feel very strongly on this subject, being one of the many who has suffered to the breaking point in the last few years by the mismanagement of the railways of this state.

Can you feel interested enough in the welfare of the grain trade to urge the passing of this bill in season and out of season? It appears to me that now is the accepted time. Yours truly, E. J. Scovel, Sauneman, Ill.

UNIFORM GRADES FOR TERMINALS ONLY.

Grain Dealers Journal: I have read a great deal lately about uniform rules of grading grain over all the country; and I would like to know what is meant by "all over the country." Does it mean big grain centers like Chicago, Kansas City, and other terminal points? or does it mean what the heading of the article says, "Uniform Grades Congress in the Interest of the Producer, Shipper and Consumer?"

Brother shippers; it does not include the producer nor us poor shippers, but it does mean and include all big terminal elevators located at railroad centers; that is, if a car of wheat is loaded out of an elevator at Kansas City and shipped to any other terminal elevator, mill or even to a poor shipper, its grade established is to stand, even if 54-lb. wheat was clipped and scoured to test 59 lbs.

If a shipper cleans his 56 and 57-lb. to test 59 it is to be graded off grade clipped, and a certain dockage is made. The grain is unloaded on the east side of the elevator and loaded in a car on the west side of the house, and the same inspector grades it out No. 2.

If no better protection is offered by this so-called uniform grades congress the old skin game will continue; and if you do not believe it wait for results.

Let me suggest one remedy. Put the inspector's salary high enough, say \$5,000 or more a year, and never employ one who seeks the place. Pay well the men

who do the work. Make each inspector responsible; and do not depend too much on the man in the office who loans his name to a crooked piece of paper on which is the grade of a car which he has never seen.—Peter Lorenz, Cordell, Okla.

RAILROADS AGAIN ACCEPTING SHIPMENTS.

Grain Dealers Journal: Elevators at this station have not been forced to turn away any grain on account of houses being full and no cars available during the past season. Railroads are just beginning again to accept grain shipments.—J. N. Campbell, agt. Victoria Elevator Co., Ross, N. D.

ESTIMATES OF OATS IN FARMERS' HANDS MISLEADING.

Grain Dealers Journal: Following is a copy of an estimate made by a Chicago firm that might justly be criticised, particularly the statement, "And we estimate about twenty percent of the oats crop is fed on farms and used for seed":

"Result of inquiries regarding Oats Crop of 1906 based on replies from dealers in the following states:

	Bu. harvested compared with 1905.	Part of crop sold by farmers up to Jan. 1.	Part of crop in country on Jan. 1.
	Per Cent.	Per Cent.	Per Cent.
Illinois	78	61	5½
Iowa	97	62	6
Minnesota ..	79	66	4
S. Dakota ..	84	72	4½
Wisconsin...	97	65	3

"In these states farmers have marketed about two-thirds of the crop and we estimate that about twenty percent of the crop is fed on farms and used for seed, leaving about fifteen percent of this 1906 crop to come from farms between January 1st and July 15th. The shortage of this crop of 1906 compared with 1905 and the inferior quality of the 1906 oats is verified by our reports."

The author of this statement evidently knows very little about farming. Now the facts are that nearly three bushels per acre are used for seed. The ten year

average yield of oats in Iowa is 31 bushels, thus you will see that it takes nearly ten percent for seed, and in fact the statement that only twenty percent of the crop is used for feed and seed is simply ridiculous, as a thorough investigation would show that this percentage is about sixty percent.

Such statements by terminal dealers are certainly misleading, whether done through ignorance or otherwise. Yours truly, Geo. A. Wells, Des Moines, Ia.

New President of National Ass'n.

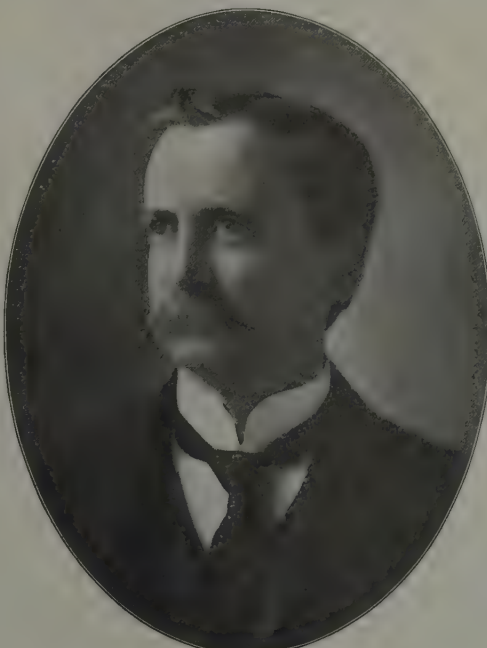
The resignation of Mr. Goemann as President of the Grain Dealers National Ass'n and the selection of First Vice President Charles England to succeed him brings to the head of the trade's leading organization a tactful man of wide experience and one who has a host of energetic friends to help him in the work.

Six years ago next October at Des Moines Mr. England was one of the new attendants, who helped to make up the eighteen hundred dealers at the Fifth Annual Convention. His thoughtful, courteous manner and polished addresses quickly won recognition for him at that and succeeding meetings. He has served the ass'n on permanent and temporary committees, and for the two last years has been first vice president of the ass'n.

Mr. England has been identified with the grain trade of Baltimore practically all of his business life. He served its Chamber of Commerce as director and vice president for six years and two years as president. He also served on many important committees.

The National Hay Ass'n called him to its Presidency by a unanimous vote.

Mr. England has long been a firm believer in and a staunch supporter of trade ass'ns and being so familiar with the grain trade's needs and ass'n machinery he may be counted on to attain results of benefit and advantage to all.



Charles England, Baltimore, Md.
President Grain Dealers Nat'l Ass'n.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

PLAN OF COB BURNER.

Grain Dealers Journal: In reply to Kaiser Co. inquiring in last number of the Journal for plans of a cob burner, I would say that the cob burners we have built cost us an average about \$400 to \$450, depending on the height.—Edwin Beggs, Ashland, Ill.

IS RAILROAD LIABLE FOR WRECKING ELEVATOR?

Grain Dealers Journal: One of our elevators on the railroad right of way was completely wrecked recently by a derailed mail train crashing thru the house. Our loss is about \$10,000.

Will the readers of the Grain Dealers Journal please state in its columns whether they know of any case similar to ours where the railroad company made settlement. The railroad lease relieves the company of all responsibility in case of fire or any other accident. Any information along this line will be appreciated.—Henry A. Hillmer of the H. A. Hillmer Co., Freeport.

AUTOMATIC COMPARED WITH HOPPER AND TRACK SCALES.

Grain Dealers Journal: In reply to J. A. Sauer, with regard to the accuracy of automatic scales compared with hopper and track scales, we would say that such a comparison was made at a leading southern mill, where the entire carload receipts for four days, 35 cars, were weighed, with a single exception, on both track and automatic scales.

On 33 cars the average difference between the weights on track and on automatic scales was 41 lbs. The biggest difference on a single car was 200 lbs., and on this the track scale weight must have been wrong because the automatic scales showed the same weight as a hopper scale. On three cars the automatic scale weights were exactly the same as the track scale weights.

On 24 cars the average difference between the weights on track and hopper scales was 307 lbs. The biggest difference, 2,460 lbs., was not chargeable to the automatic or track scales, since their weights on this car tallied exactly.

On 23 cars the automatic scale showed an average difference from hopper scale weights of 266 lbs. Thus, as 266 is to 307, the automatic scales agreed more closely with the hopper scale weights as shown by B/L.

The Richardson Automatic Scale had a capacity of 40 bus., and an hourly capacity of 7,500 bus.

The hopper scale weights were those of Bs/L as received, some from local houses and some over railroads. The cars were weighed on a new track scale of most approved build and pattern.

To determine which was right elaborate tests of both Richardson Automatic Scales and the track scales were made by three experts; the automatic, being exactly in balance, was decided correct. The

track scales responded promptly to all known tests; but when these cars were re-weighed the nearest it could be made to agree with itself was 80 lbs., and in several cases the difference was 200 lbs. on the same car.—William E. Smith, manager, Richardson Scale Co., Chicago.

SPACING OF ELEVATOR BUCKETS

Grain Dealers Journal: In reply to Ross, Beam & Son asking in last number of the Journal how far apart elevator buckets should be so as not to discharge on the back of the bucket ahead, I would say that buckets are usually placed 12 to 16 inches apart, small buckets being placed closer and the large buckets the farthest distance, center to center.

Dumping grain on the back of the bucket ahead is the fault of the speed and not due to the distance apart. If the belt is run too slow the buckets will discharge into the down leg on top of the buckets going down, no matter how far apart they are placed.

Instead of placing the buckets farther apart I would suggest that Ross, Beam & Son speed up the belt, if their buckets now are 12 or more inches apart, centers.—J. T.

AUTOMATIC AND HOPPER SCALE WEIGHTS.

Grain Dealers Journal: In the "Asked—Answered" column of your Feb. 10th issue, I note an inquiry from Mr. J. A. Sauer, of LeMars, Ia., regarding automatic scales.

While I am not prepared to give a decisive opinion regarding the legal standing of automatic scale weights, nevertheless I believe that in a case where two weights are in controversy, the one being a hopper scale weight under proper conditions and the other a weight determined by the use of automatic scales, any court would give the decision in favor of the former.

As to mistaken weights would say that an inaccurate man is liable to make an error with the use of either scale as the following will indicate:

The automatic scale must be accurately adjusted to the varying density of the grain to be weighed.

The automatic register, as in the case of any scale beam, must also be accurately read.

If an automatic scale is not so located

that only grain intended for cars passes through it, mistakes are liable to occur.

Now then, all automatic scales that I know of are set with an allowance for the falling grain and it is therefore obvious that any variations in the test weight or specific gravity of the running grain will cause a variation in the weight arrived at.

Moreover, the small drafts usually weighed on these scales are objectionable, as a slight error in the setting of the scale, multiplied by the many drafts would make an error of considerable size in a car load. Yours truly, "S."

An Elevator Full of Water.

Nearly every country elevator of the grain surplus states has been full of grain this season because the railroads have failed to do their duty, but the owners of these houses have not been the only sufferers. Some elevator men have been driven out of their elevators by high water, especially along the Ohio river, which was on a rampage last month.

At Cincinnati the elevators were flooded and considerable damage done to the plants. The interruption to business also inflicted a still greater loss. At the time the fotograf reproduced herewith was taken the river was at 62.5 feet above low water.

However the water has receded, the boots have been dried out and the elevator is again receiving grain.

Tommy Twaddles—"Pa, what is the meaning of 'financially embarrassed'?" Pa Twaddles—"Financially embarrassed," my son, is a long expression for a short condition."—*Cleveland Leader.*

The distillation of denatured alcohol in states where there is a prohibition law or where local regulation of the liquor traffic reigns will necessitate the amendment of such laws before a drop of alcohol can be legally made.

There is an international movement headed by the Germans among buyers of American grain to compel our exporters to change the terms of the standard grain contract so that the American seller will be responsible for laying down merchantable grain instead of placing the loss upon the foreign buyer if the grain does not grade according to contract.



Gale Bros. Co.'s Elevator at Cincinnati during Ohio River's Overflow.

Market Gossip.

A full cargo of durum wheat was exported last month from Galveston, Tex., in the steamer Aphrodite for Italy. This is the first full cargo of macaroni wheat to be shipped from Texas.

If the country dealer doesn't soon get cars he will have a lot of wet corn on his hands for a great deal of corn was bot while the weather was bad and the corn is therefore damp in the bins.—Sam Finney.

I believe that if we had plenty of cars to get the grain to market that the prices would keep up about as high as they are now. The export demand is good and we haven't been able to meet it.—I. P. Rumsey.

Duluth grain exporters are amused at the press reports of "big" exports of durum to Russia. Since October Duluth firms have worked millions of bus. for Europe, in comparison with which the few boat loads worked thru other markets are as nothing.

Farmers according to my knowledge are very anxious to sell their grain regardless of the price for in 6 weeks they will be busy and will not have time to market it. This opinion is based on what I learned during a trip thru the south lately.—J. S. Simpson.

The car shortage cuts both ways. I think the producer can stand it as well as the consumer, if not a little better. I think perhaps the present shortage will also prove a lesson to the farmer. That is, he will get higher prices if he won't slump the market, but spread out the distribution.—Wm. S. Warren.

France and Sweden are considering abolishing or reducing the duty on corn. The French Chamber has not received the proposal at all favorably and has reached no decision. Spain has adopted a temporary surtax on wheat and wheat flour amounting to 2.50 and 4 pesetas per 100 kilos so long as the average price of wheat in Castile for 1 month does not exceed 25 pesetas per 100 kilos.

The export business to Russia has been a great deal smaller than reported. Many of our speculators have bot May wheat expecting that there will be an enormous export demand for Chicago wheat. Only No. 1 and No. 2 durum wheat up to the present time has been sold to Russia, which wheats are eight to ten cents under Chicago prices. Chicago wheat has been three and four cents out of line all the time for export. Reports from the southwest show that 35 per cent of the wheat is still in the hands of the dealer, very few of them having seen the bottom of their bins on the crop.—Norris & Company, grain exporters.

Scarcity of cars is the all absorbing question at this time. We would suggest to dealers that they be "leary" about selling for future delivery. They can't get cars and then they are forced to buy in on the market at a loss. They should use their best efforts to get cars and by shipping their grain in will get good prices on the market. We are inclined to the belief that corn and oats values have not seen the top price. The phenomenal high price of hay should be taken advantage of by all who can get cars. Later on in the summer when cars are more plentiful hay will sell materially lower.—Freeman Bros.

The law of supply and demand instead of being bearish from domestic standpoint will be the reverse. Speaking of Russia I look for the wheat situation to be favor-

able to us. At the present time what may be said is purely theoretical but I believe Russia will eventually be eliminated as a competing force and it would not surprise me to see them importers on a fairly liberal scale. The domestic situation from an immediate standpoint is bearish. I rather think that the amount of grain in first hands will show the largest quantity on record unless government figures on the crop and statistics showing movement are completely inconsistent.—W. P. MacKenzie.

The greater you see the volume of our exports without reducing our available supplies the lower you are going to see our prices as we approach the harvest of a growing crop that indicates no serious curtailment. We have not faith enough either in Europe's wants or our own restricted output as yet to make us hold our own property. Without a crop injury it is too late in the crop year to talk or argue about European necessities. As long as we take our wheat to the foreign dump, we are preparing to get the lowest possible price for it; but sentimentalists who attempt to guide traders can see only higher values in such a situation. Pause! Reflect!—E. W. Wagner.

Rye has been bought up in all directions until the article has become so scarce and dear (29/6 c. i. f. per 480 lbs.) that it has reached the level of the lower and medium grades of wheat. Naturally people expect that wheat will next be purchased, for to attempt to purchase further big quantities of rye on a bare market, would soon put the coarser grain far above wheat. The immense size of the requirements for the famine-stricken region is also a striking feature; the *Times* mentions 8½ million quarters, but we think this quantity includes purchases already made. Russia is a very "dark horse" and has so often shipped above expectations in former years that we naturally hesitate to say what may be the real meaning of the facts stated, but we do think it is most significant when it is found necessary to fetch grain back from exporting places. It only needs one more step to commence importing! and in fact it has been reported that a Volga mill has imported American wheat via Riga.—*Corn Trade News, Liverpool.*

and unless the situation is relieved in a few weeks the worst may be expected.—W. A. Bass.

Farmhamville, Ia.—Corn is moving slowly on account of car shortage. Weather, fine. Farmers are anxious to market their grain before the roads break up.—Chas. A. Jackson, mgr., Western Eltr. Co.

Radford, Ill.—This season's corn crop was the worst we have had in years. The wet spring delayed the planting and the following continued dry weather prevented proper maturing. Wheat was excellent. Oats, fair. Prospects for 1907 wheat, good.—N. W. Rucker, agt., the Evans Eltr. Co.

Lansing, Mich.—In reply to the question, "Has wheat during January suffered injury from any cause?" 167 corresponding in the southern counties answer "yes" and 266 "no," in the central counties 90 answer "yes" and 63 "no." Snow protected wheat in the southern counties 2.05 weeks, in the central counties 2.06 weeks, in the northern counties 2.79 weeks and in the state 2.18 weeks, as reported by John A. Prescott, secy. of state.

Advanced to the Front.

Another young man by close application to the grain trade and hard work has pressed his way to the front. Recently LaVerne A. Lewellyn was admitted to membership in the Chicago Board of Trade and elected to the Presidency of the Merchants Grain Co.

Mr. Lewellyn is a native of the Buckeye State, having been born at Mansfield, O., in July, 1876. When he was 10 years old his parents moved to Watseka, Ill., where his boyhood days were spent and where he first became connected with the grain business. In 1896 he entered the employ of J. L. Smiley, a grain dealer at Watseka. After two years of faithful work Mr. Lewellyn accepted a position in the Hawkeye elevator at West Hammond, Ill. After a year's experience in the elevator he came to Chicago and went to work for H. Mueller & Co., in their large terminal eltr. After a year of hard work he resigned to enter the employ of the commission firm of Van Wie & Moorhead. His experience in country and terminal elevators had well fitted him for his new work, which consisted in handling of hay as well as grain.

Mr. Lewellyn remained in the employ of this firm for seven years and during that time not only became familiar with the grain commission business in all its details, but also made a host of friends, a number of whom are associated with him as officers and directors in the new firm of which he is the head.

Crop Reports

Honey Grove, Tex.—More oats will be planted in this territory this year than for some time.—L. C. Hill.

Dallas, Tex.—Ravages of the green bug are discouraging farmers. Wheat has been damaged, and in some sections practically destroyed.

Waterloo, Ind.—Wheat is not looking as well as it did 30 days ago tho it is too early to anticipate the outcome of the crop.—D. L. Leas.

Galt, Ia.—Corn is good; about half of the corn is in farmers' hands. Can get no cars to ship.—W. R. Brinkerhoff, agt. Minnesota & Iowa Eltr. Co.

Brock, Neb.—At least 85 per cent of 1906 corn is in the farmers hands. Wheat is in fine shape and indicates a heavy crop.—J. E. McKee, agt., Bartling Grain Co.

Enid, Okla.—Condition of the growing grain thruout the territory so far is fine.—C. F. Prouty, secy., Oklahoma and Indian Territories Grain Dealers Ass'n.

Hardy, Neb.—Corn has been very damp all winter; but with no snow on the ground and sunshiny weather, I look for corn to be in good shipping condition.—O. D. Alt-house.

Hubbard City, Tex.—Grain is suffering from the effects of the continued drought



LaVerne A. Lewellyn, Chicago.

A Few Scale Tests.

BY C. A. KING OF KANSAS CITY BOARD OF TRADE WEIGHING DEPT.

Grain buyers at country stations often suffer heavy loss by reason of their wagon scales weighing against them, as I have found in my travels about the country. A bad case at one Missouri station was very easily cured when the cause was discovered. When testing this shipper's scales I found it to weigh $3\frac{1}{2}$ lbs. per 1,000 lbs. quick with 1,000 lbs. of test weights.

The cause of this was that the lever which extends from platform to beam had

Another Kansas shipper having an 800-bu. Monarch Hopper Scale with the beam below was weighing with the even levers out of level about 6 to 8 inches, and the load in the hopper did not weigh out on the beam. I leveled these up and adjusted the scale with a draft of 40,000 lbs. in scale and 1,000 in test weights.

A 500-bu. Fairbanks Hopper Scale, also having the beam below, was tested at a Nebraska station, showing that the load in the hopper had an advantage over the beam of $2\frac{1}{2}$ to 3 lbs. on the 1,000 lbs. The even lever that connects with the scale was entirely too light for the strain that is put on it, and was two inches out of level. This lever was likely to break at any time and should have been replaced. As leveled up the scale was correct with 100 lbs. of test weights.

Both hopper scales at one Kansas plant were out of order. The 600-bu. Fairbanks Hopper Scale with beam below had its even levers out of level and was weighing heavy 100 lbs. on 36,000 lbs. draft. The 600-bu. Buffalo Hopper Scale used for shipping grain out of this mill was 5 lbs. quick on 1,000 lbs.

At a Missouri town I found a hopper scale riding on long levers, and it had no checks. After fixing, it was tested with 26,000 lbs. and 2,000 lbs. of test weights and left correct.

Private wires are to be investigated, it is said, by the interstate Commerce Commission, in a search for special privileges to grain commission firms.

Capital invested in the manufacture of linsed oil has decreased during the last five years ending Dec. 31, 1904, from \$15,460,500 to \$9,849,600, while the profits have increased from \$27,184,300 to \$27,577,100 according to a recent report issued by the Bureau of Census, Department of Commerce and Labor, Washington, D. C.

Rice cleaning, and therefore the production of the cereal is an important part of our agricultural industry as shown by a bulletin issued by the Bureau of Census, Department of Commerce and Labor, Washington, D. C., in January. The capital invested in rice cleaning and polishing in 1900 was \$2,601,300, while in 1905 it had increased to \$8,821,000. The value of the products increased from \$8,723,700 to \$16,296,900.

The discovery of the Iowa pop corn belt was made by an eccentric Yankee who located in Sac county about 25 years ago and who, becoming tired of diversifying his crops, determined to raise one thing. After trying wheat and potatoes he planted two hundred acres of pop corn and reaped a harvest. It was at once noted that the soil was particularly adapted to pop corn and since then it has been the leading cereal of the district.

The Dry Farming Congress held at Denver this month may be productive of some good, altho there is a general suspicion that those most interested in the promulgation of dry farming are real estate men. The theory of thoroly pulverizing the soil so that a moisture blanket is formed is all right, and in farming vicinities where there is little rain fall the method should be well studied. The farmers of the west have had too much rain for the last three years, however, and until there is a change in the amount of rain fall the scientific methods of farming as discussed in the convention will probably not evoke much interest.

European Importers Favor Inspection by American Exchanges.

George Lefebvre, who was delegated by the grain trade of Marseilles, France, to attend the London convention called to protest against the abuses of American inspection, on his return from the convention submitted a report from which we take the following:

First of all, what is it that is called an "official" certificate of inspection as to quality? This is a very broad definition. There is not in the trade any definition



Perry N. Allin, Coffeyville, Kan.
Director Kansas Grain Dealers Ass'n.

jumped out of place, and the steelyard rod was about 2 inches nearer scale, causing it to weigh quick. I replaced the lever and the weights showed correct.

At one Kansas station the wagon scale of the Farmers Grain & Coal Co. was $2\frac{1}{2}$ lbs. slow, and was adjusted. At one Missouri station I found a Monarch Wagon Scale 10 lbs. to the 1,000 lbs. slow; and at another station a Fairbanks Wagon Scale 12 lbs. per 1,000 slow.

At an Iowa station the Fairbanks Wagon Scale was in such bad condition that we had to rebuild it. At a Nebraska station the timbers in the bottom of the pit under a 6-ton Monarch Wagon Scale were so rotten that it had to be rebuilt.

New timbers and a thoro overhauling were demanded by a 6-ton 22-ft. Fairbanks Wagon Scale which I tested for a Kansas shipper, who was losing 30 lbs. per 1,000 lbs.

HOPPER SCALES require very close examination sometimes to learn the seat of the trouble. One Kansas grain dealer had a 500-bu. Fairbanks Hopper Scale that was binding in three different places. A spout ran thru the side of the hopper and was binding. The hopper was too close to the elevator leg, so that when the load was in the scale it would bind. Also a hole had been bored into the hopper part way thru its side so that when the hopper was loaded it would bind. How unreliable the weights were may be imagined. I freed the binding points, and on test with 27,000 lbs. of wheat and weights found the weight correct.



S. J. Thompson, Holton, Kan.
Director Kansas Grain Dealers Ass'n.

of the word "official," and in consequence every certificate of an inspector who holds an official position must be accepted by the buyer. To demonstrate to what point this may lead us it has been pretended seriously by a seller in an appeal which was made recently at Liverpool that a certificate of natural weight, written upon a half sheet of letter paper by a person who constituted himself a public officer (surveillant) at Montreal, was an official certificate within the terms of the contract.

The object of our desires is to obtain the grain of which we have need on the lowest possible terms, with reasonable guarantees as to quality and condition. In my opinion we should attempt to obtain the desired amelioration while deranging as little as possible the methods at present in use. We can, if we unite ourselves, transform the conditions now prevailing. In place of saying in our contracts "Certificate of inspection final as to quality," we might say "Certificate of inspection issued by such institutions as are approved by the Grain Association of — at the date of this contract final as to quality." In this manner the commercial associations of Europe could definitely give or refuse their approval to the inspecting institutions of America.

Before accepting any American inspecting institution we might assure ourselves of its proper organization, requiring that the inspector named be a man capable and worthy of exercising the functions imposed upon him; that the inspector be

remunerated for his services without regard to the fact that he has or has not passed upon grain which may be submitted to him; that the rules which the inspector must follow be not changed without communication of the fact to our associations; that a committee named by the inspection institutions be charged to examine complaints made in a proper manner as to the delivery of certificates of quality, and that a compensation be paid from the inspection funds if the committee finds that the inspector has been at fault.

Our approbation of an American institution's inspection should be good for one year; we should strike out of the list such as give rise to complaints, and in this

Passenger Train Wrecks a Grain Elevator.

The C. & G. W. R. R. Flyer running west from Chicago to Minneapolis left the track at German Valley, Ill., Feb. 7, while running fifty miles an hour, and crashed into the grain elevator of the H. A. Hillmer Co., wrecking it and at the same time freeing thousands of bushels of corn, oats and barley that poured out of the shattered bins like an avalanche, on to the wrecked train. Four lives were snuffed out in a twinkling and thousands of dollars worth of damage done.

The engineer held an order to pass thru German Valley on a side track as the

main line was blocked by a freight car loaded with shelled corn, that had been standing there three days prior to the wreck, waiting for repairs. When the flying train struck the switch that led by the side of the car it swerved to the house track and plunged into several freight cars, filled with grain, which were standing in front of the elevator. When the engine struck the cars it glanced into the elevator with terrific force, tore away a corner, and fell to one side. The mail car, which was directly back of the engine, plunged into the elevator, broke in two, one part going thru the elevator and the other remaining in it.

The elevator was toppled half way over by the impact, as shown in the illustration, and a portion of it rested on the coach and Pullman car. When the cars were pulled from the debris by the wrecking crew, the elevator, contrary to the expectation of the spectators, remained upright, for the heavy iron post, eight and one-half inches in diameter which passed thru the middle of it and a few bins that were still filled with grain, served as a stay to hold it erect. It was necessary to pull over the wreckage, however, in order to secure the bodies of the mail clerk and his assistant, who were buried in the mail car beneath many tons of grain. After several efforts at pulling it over, the elevator fell, breaking into three sections, the roof and cupola forming one part, and the remainder dividing into halves.

Shortly after the crash occurred a fire broke out, but was stopped by heaping snow on the flames.

The H. A. Hillmer Co., whose headquarters are Freeport, must bear almost a total loss, estimated at \$10,000. As the elevator was on the right of way of the railroad company, it was relieved of all responsibility in case of damage by fire or otherwise, according to the lease of the tenant. The destruction of this elevator is probably the most unique in the annals of elevator destruction and the seeming impossibility of recovering damages makes it especially hard for the H. A. Hillmer Co.



Hillmer Co.'s Wrecked Elevator at German Valley, Ill.

manner create an emulation between them, and guarantee ourselves against bad deliveries by the fear thus created. We have seen recently the effect produced by rejection of the Norfolk and Newport News inspections. What would happen if we refused the inspections at Galveston or New York?

It is quite possible for us, if we agree upon reasonable and moderate conditions, to force the American commercial bodies to give us sufficient guarantees to enable us to obtain the quality of grain that we buy.

Mr. Lefebvre's suggestions recognize that federal or so-called government inspection would have the seat of its authority so remote from those directly interested in the trade that the co-operation between the sellers in America and the buyers in Europe, which he recommends would be impossible.

His suggestion that certificates be refused from ports making bad deliveries is one of the most valuable made as the result of the London conference. It is just to discriminate between the ports having a reputation for honest inspection and those whose officials are notoriously incompetent.

Telegraph companies contemplate increasing the cost of a 25-cent message to 30c.



H. A. Hillmer Co.'s Elevator at German Valley, Ill., Wrecked by C. & G. W. Passenger Train.

Texas Demurrage Law Void.

The Court of Civil Appeals of Texas has recently had before it suits by several shippers to recover the \$25 per day penalty imposed upon carriers for failure to furnish cars; and while, accepting the decision of the Supreme Court of the United States given early last year that the law was invalid as an interference with interstate commerce, the court has gone further by declaring that if the law is invalid as to interstate shipments it must be void likewise as to shipments wholly within the state.

The court's grounds for declaring the law void within the state are peculiar, and the demurrage laws of other states are in no danger of being declared void by the courts for the same reasons.

Judge Conner of the Texas court believed the state legislature intended that the law was to apply to interstate shipments or to none. He said: "While the opinion of the United States Supreme Court may seem to be limited to cases of interstate shipments such as this, we have nevertheless concluded on rehearing that it operates as well in cases of intrastate shipments, and hence that we must declare said articles wholly inoperative, notwithstanding the case now before us is the case of a shipment wholly within this state.

"It is a part of our current public his-

tory that cattle shipments from Texas are very largely to points beyond the limits of the state, and it can hardly be doubted, we think, that the object of the legislature in passing the enactments in question was to protect the cattle shippers of Texas in cases of shipments to points beyond the state, as well as in cases of shipments wholly within the state. Indeed, the Texas courts have uniformly, so far as we know, so applied said articles of the statute, and they are so treated in the decision of the Supreme Court of the United States referred to. We therefore feel unable to say that the legislature intended a limitation that does not appear upon the face of the articles." —Texas & P. Ry. Co. v. Allen, 98 S. W. 450.

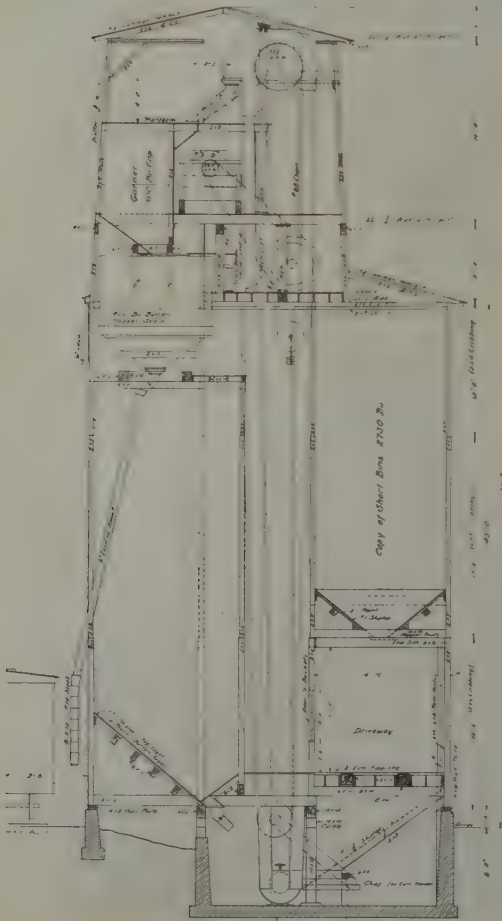
The American Malting Co.'s annual report shows \$255,652 profit for the past year. For the stock of the new American Malt Co. 134,731 shares of the 150,000 shares of the old American Malting Co.'s stock and 119,256 shares of the 150,000 shares of the common stock have been exchanged. The American Malt Corporation has outstanding \$9,000,000 cumulative preferred stock and \$6,000,000 common stock.

New Elevator of McCray, Morrison & Co. at Ade, Ind.

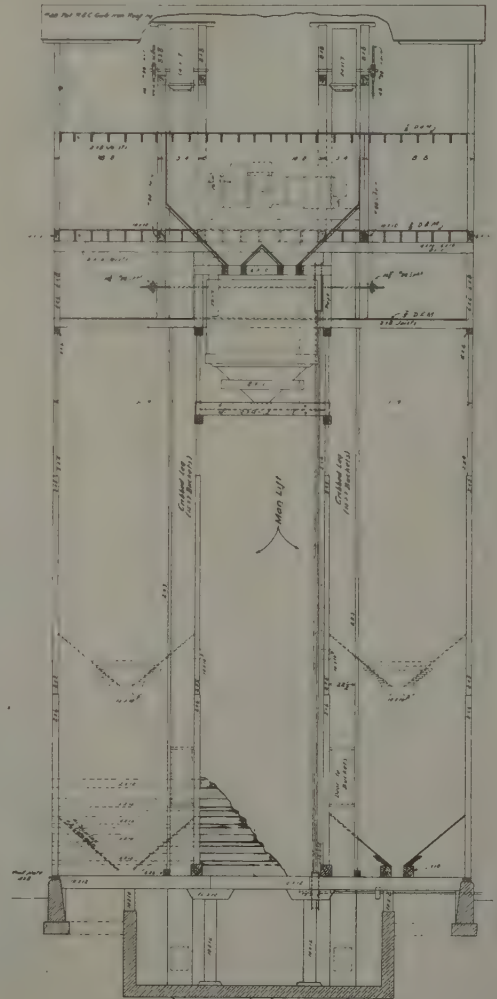
In the Hoosier land of poets humorists and statesmen, there has lately sprung into public notice the little town of Ade, not yet as illustrious and far famed as its namesake, George Ade, humorist and philosopher. Ade is a few miles east of the Illinois line, and while the little "whistling" station has not yet found a niche of recognition in commercial history, the fertile fields about this embryonic metropolis, yield to the husbandry of industrious farmers and produce 65 bushels of oats and one hundred bushels of corn to the acre, without the aid of artificial fertilizer or otherwise.

McCray, Morrison & Co., elevator operators with headquarters at Kentland, Ind., noted this fact and accordingly have erected an elevator in Ade, that will hold 25,860 bushels of grain; a building which appears as majestically in Ade as the Flat Iron in New York.

Thru the center of Ade the Indiana Harbor railroad grader dredged a ditch designed to drain the surrounding country, and from this "canal" water is secured for the boiler of the McCray, Morrison & Co. elevator.



Cross Section.



Longitudinal Section.

Plans of 25,000-bu. Elevator at Ade, Ind.

The elevator building is 20 feet from the power house and office, and is a frame structure with a base 33x35 feet. The main part of the building is 45 feet high, not including an 8-foot basement, in which is located the dump sinks, a corn feeder, sheller and other accessories. Above the main building there is a cupola 23 feet wide and 20 feet high.

The driveway in which there are two dumps, is 10' 10" wide and is covered with 2" elm flooring. The hoppers of the dumps are lined with No. 1 shiplap 7/8" thick and No. 20 steel is used in the valleys. Grain that is dumped into the ear corn sink is conveyed by a corn feeder to the boots, and thence by a 75 ft. elevator with buckets 7"x15" to the cupola to a combined sheller and cleaner in the cupola and distributed by the proper manipulation of a 12-in. Weller "B" Distributing Spout into any of the five bins with varying capacities.

In the cupola aside from the machinery necessary to clean and distribute the grain there is a garner holding 500 bus. and a 600 bus. hopper scale.

One particular feature of this elevator is the disposition of the cobs. In many elevators throughout the country, the cobs are allowed to pile up on the outside either to rot or be hauled away by the farmers. The builders of this elevator have provided for utilizing the cobs as fuel. After a drop of about 20 ft. from the cleaner the cobs strike a belt conveyor, of 7" four-ply Gaudy which carries them to the fuel room.

From the hopper scale in the cupola an 8" steel loading spout leads to cars on siding beside the main building. A man lift running from the basement to the cupola is another enterprising feature of this well equipped elevator.

The fuel and engine room is 20 feet from the main building, and is constructed of brick. The floor in the engine room is of cement, while that of the fuel room is earth. A steel door which may be raised and lowered at will separates the two rooms.

A duplex pump draws water from the drainage ditch for the boiler. The company is having a large cistern dug and as soon as it is completed no drainage water will be used.

Power is transmitted from the power

house by a 2 17/16" shaft running at the rate of 213 1/2 revolutions per minute.

The office is also a brick structure just opposite the power house.

Arthur Herriman, an experienced elevator man and the first de facto citizen of Ade, is just as well equipped with business experience as the elevator is with machinery and nothing but an absolute failure of the fertile land to produce cereals can stop the wheels of this "mauve" establishment.

The eltr. was designed and erected by Fred Friedline.

Discount on Grain Not Up to Grade and Test Weight Upheld.

E. R. & D. C. Kolp, Wichita, Kan.,

vs.

B. F. Kelsey, Oxford, Kan.

In the above entitled case, the plaintiff (Kolp) purchased for the defendant (Kelsey) during the month of July, 1906, several cars of wheat at an agreed price, basis a No. 2 grade.

In the confirmation by plaintiff, covering these purchases, portion of them, provided that No. 3 hard 58-lb. should apply at 1c discount, while a portion of them made no reference thereto.

Defendant made no confirmation at all.

Two cars (1751 bus.) graded No. 3 hard 59 lb. test and were applied by the plaintiff at 1c per bu. discount, and asks judgment for \$13.88 alleged overdrift.

Defendant claims that it was his intention and expectation to have 59 lb. without any discount, also that he is entitled to a refund on a third car which was weighed at a different point than agreed upon and at an additional expense of \$1.45 for which he asks judgment against the plaintiff.

Evidence introduced shows that at the time the contract was in effect, it was the general custom of the trade in this state to discount all No. 3 wheat at least 1c per bu. regardless of whether it tested 59 lbs. or more; that it was the intention of the seller to have his 59 lb. No. 3 wheat applied on contract without discount, but that this intention was not sufficiently expressed so that the buyer had any such understanding; that the buyer supposed and understood that his purchase was based on the usual customs then in effect; that had he understood the defendant's desire to have 59 lb. No. 3

wheat applied without discount, no trade would have resulted; that the grain was shipped to one of the regular markets where the customary application and discount governed; that this discount was made against the buyer, and, while the wheat tested 59 lbs., yet it graded No. 3 because it was of inferior quality. The quality and not the test weight prevented this wheat from grading No. 2; hence, while the clause "No. 3 hard 58 lbs. 1c off" prescribes the limit of discount down to 58 lb. test, it must also be construed as prescribing the minimum of discount because no lesser discount was provided for nor customary. It could not properly be construed that wheat testing 59 lbs. should suffer no discount, for if this were to be the interpretation, No. 4 or even rejected wheat, if it tested 59 lbs., would be entitled to the same basis of application, and the injury and injustice which such interpretation would inflict upon purchasers is too apparent to admit of consideration, without a full and complete understanding and agreement between both parties upon this point.

It is therefore held by this committee, that defendant was not sufficiently explicit in regard to the desired application of 59 lb. No. 3 hard wheat and that said plaintiff was justly entitled to make such discount, and he is therefore awarded judgment against the defendant as prayed for, less the clerical error of \$1.45, leaving a net award of \$12.43 in favor of the plaintiff and against the defendant, together with the \$5 costs of this action.

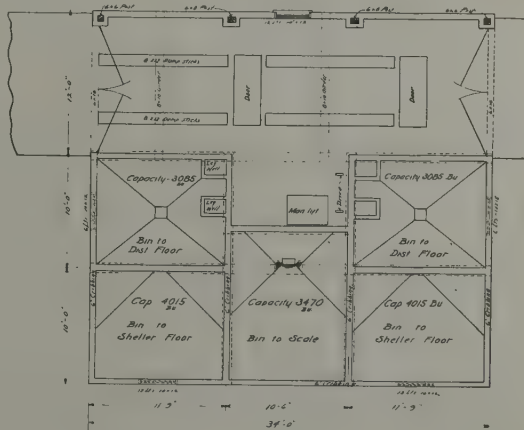
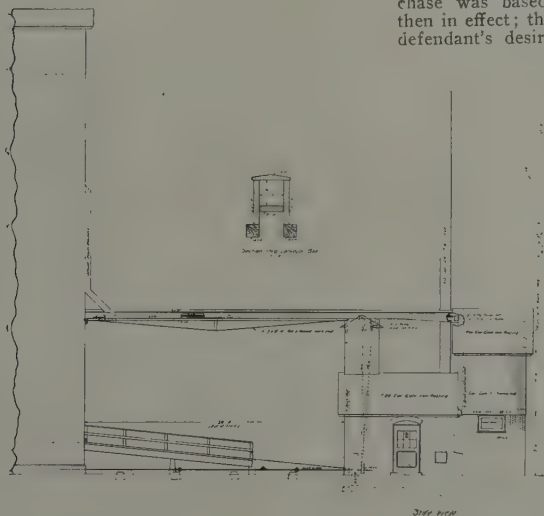
Witness our hand this 22nd day of January, 1907.

A. H. Bennett,
Perry N. Allin,
L. Noel,

Arbitration Committee of the Kansas Grain Dealers' Ass'n.

Cold, dry weather is a good time to run over the grain in mills and eltrs. It freezes the weevil, which are more numerous than usual this season.—C. A. King & Co. However they will not stay froze so better run grain thru aspirator.

The Mexican Central Ry. has given notice that effective Feb. 15, expiring June 30, 1907, Mexican government import duty on wheat will be \$1.50 Mexican currency, per 100 kilograms. At the present rate of exchange (200) this is equivalent to 75c United States currency per 220 lbs. or about 20.5c per bu.



Side View and Floor Plan of Elevator at Ade, Ind.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The Wingo reciprocal demurrage bill has passed the Arkansas senate. The penalty for failure to provide cars is \$5 per day after four days.

Stuttgart, Ark.—A movement to organize a stock company with capital stock of \$50,000 to establish a grain eltr. and rice mill is being agitated by G. W. Fagen and Ray Burke.

Little Rock, Ark.—Suit for \$5,000 has been brot against the Brooks-Rauch Mill & Eltr. Co. by Thomas Owens who claims that a pile of sacked grain fell upon him Dec. 7, causing bodily injuries.

CALIFORNIA.

Sacramento, Cal.—S. M. Phillips, pres. of the S. M. Phillips Co., will erect a mill 60x80 ft. to cost about \$20,000, equipped with machinery costing about \$15,000. Rice for the mill will be bot on the growing fields of Siam and Japan.

CANADA.

McLeod, Alta.—The McLeod Milling Co. has completed the installation of machinery in its new eltr. and mill.

Daysland, Alta.—Henry Block has not succeeded J. E. Vanderburgh, but assists the latter, who is agent for the Alberta Pacific Eltr. Co.

West Selkirk, Man.—The Winnipeg Eltr. Co.'s 25,000-bu. eltr. containing 5,000 bus. of wheat burned Feb. 8. The building was valued at \$6,000 and the contents were insured.

Winnipeg, Man.—The Manitoba Linsseed Oil Mills incorporated capital stock \$200,000. The company has purchased ground and will erect a plant in the early spring to be completed in time to handle the 1907 crop.

Regina, Sask.—David Coates and John Craik, of Argyle, Minn., have purchased an eltr. here, it is understood, which will be in charge of Mr. Craik, Mr. Coates continuing as mgr. for the Farmers & Merchants Eltr. Co. in Argyle.

Ottawa, Ont.—During the past three months the Dominion Transportation Commission has received 46 complaints of car shortage, and has warned the roads that equipment must be provided for the lines in operation before extending into new territory.

Winnipeg, Man.—The Grain Exchange has written the Liverpool Corn Trade Ass'n that the Canadian government has no inspection officials at Duluth, where the Minnesota officials are said to be giving certificates of "Duluth Inspection of Manitoba Wheat."

Montreal, Que.—The Corn Exchange has decided the "day of sale" in the following rule: Time of removal—if sold in Montreal terminal eltrs. buyer shall have day of sale and four following working days free of storage, to mean the day of the delivery of the documents.

Ottawa, Ont.—Among the contemplated changes in the tariff bill announced Feb. 11 are two items, one, No. 167 specifying a uniform duty on malt and malt flour of 40c and another, No. 46A "Dutiable bread

stuffs, grain, flour and all kinds when damaged by water in transit or prior to importation into Canada, preferential 15 per cent, intermediate 22½, general 25."

Montreal, Que.—The Corn Exchange will endeavor in every way to procure a ruling from the Transportation Commission enforcing reciprocal demurrage and has instructed its secy. to enlist the co-operation of interested commercial organizations. James S. Norton has been elected vice-pres. and J. E. Hunsicker appointed to the board of review.

WINNIPEG LETTER.

Lethbridge, Alta.—The Ellison Eltr. Co. will build an immense eltr.

Port Arthur, Ont.—The Muirhead Milling Co. will erect a 50,000-bu. eltr.

Macleod, Alta.—The city council is offering inducements for the establishment of another eltr. here.

Selkirk, Man.—The Winnipeg Eltr. Co. lost a 25,000-bu. eltr. and 5,000 bus. of wheat Feb. 7 by fire. The loss is insured.

Winnipeg, Man.—The Ogilvie Flour Mills Co. has declared a quarterly dividend of 1¼ per cent. This year the company will erect twelve new elevators.

Grain men report trade as disappointing recently. Prices have not equaled the U. S. figures or reflected the strength of the market in England. Inspections have now reached high figures, as many as 450 cars being inspected in Winnipeg daily. Stocks in terminal eltrs. are very large and at interior points eltrs. are billed as overflowing and grain is piled in sacks along side awaiting space in storage houses. A great deal of the crop of 1906 will be carried over into the crop of 1907.—C.

CHICAGO.

Nearly all of the roads east of Chicago have embargoes against corn.

Memberships in the Board of Trade are again selling lower, at \$1.900.

Industrial traffic managers of Chicago have recently organized a traffic club, with O. F. Bell as pres.

The C. B. & Q. R. R. has ordered that none of its cars loaded with grain shall be switched from its rails.

The Illinois Supreme Court has refused a rehearing of the Bates and Woods "bids and offers" test case.

An embargo against all grain has been issued by the Lake Shore & M. S. R. R., which is short over 5,000 cars.

The grain committee of the Board of Trade is considering the recommendations of the uniform grades congress made in December.

James Sterling, Jr., a grain inspector was shot Feb. 23 and dangerously wounded by a negro. No cause for the shooting is known.

Edward M. Higgins, lately vice-pres. of the Armour Grain Co., has sold his Board of Trade membership and will spend the next 10 months traveling in Europe.

Demand for wheat is good; but orders can't be filled. We are unable to offer our customers grain because we can't get cars to fill the orders.—W. K. Mitchell.

Robert Lindblom, formerly active on the Board of Trade, died Feb. 16 of heart failure. Mr. Lindblom was born in Sweden in 1844. Two daughters survive him.

An increase in the appropriation for the Chicago River from \$200,000 to \$400,000 was obtained Feb. 14 by Senator Hopkins, in an amendment to the rivers and harbors bill.

Interstate Commerce Commissioner Clark has denied the request of the Board of Trade for a ruling permitting the railroads to settle old claims for overcharges and refunds.

The railroads at a meeting Feb. 12 decided to abolish the proportional grain rates into and out of Chicago. This will do away with the 17 adjustments on grain coming into the city.

A. O. Brown, of A. O. Brown & Co. of New York, William Werner, W. J. Bush, J. M. Simpson and Fred C. Bell have been recently elected to membership in the Board of Trade.

Chas. A. Krause has bot the interests of his two partners in the Western Grain Products Co. The capacity of the feed factory at West Hammond, Ill., is to be increased to 300 tons daily.

S. W. Edwards & Son Co. will enlarge their plant so as to give 30,000 sq. ft. of floor space in warehouse and storage for 50,000 bus. in eltr. A clipper, a seed cleaner and several other machines will be added.

The Independent Telephone Co. is said to be negotiating with grain firms to furnish wires during the day, whereby the Board of Trade firms hope to avoid paying the increased rates of the telegraph companies.

On petition by 100 members the directors of the Board of Trade will call for a vote on the proposition to make No. 3 corn deliverable on regular contracts for No. 2 at a penalty of 3c instead of the present 5c.

The car situation at the present time is enough to make us crazy. Under the present circumstances we couldn't handle another account if it was offered to us. It is a calamity and we can't see any hope of relief.—S. H. Warner.

I think the car situation is beginning to improve judging from the way business is beginning to pick up. Prices are very satisfactory to the grain dealer at the present and he is interested in getting his grain to market.—F. E. Gulick.

Seven days free time for unloading grain was demanded of the railroads recently by a committee of shippers headed by E. B. Boyd, manager of the transportation department of the Board of Trade. The roads contemplate reducing the free time to 48 hours.

We have noticed in the last few days that there has been a general revival in business and things begin to look better all along the line. The car situation has worried us considerably but perhaps if we could have gotten cars prices would have gone down.—Doyle Bros.

Applications for membership in the Board of Trade have been made by John P. Lynn, Julian George, Randolph Graham, J. D. Clark, Andrew M. Lynch and Llewellyn R. Atkins. Applications for transfer of membership have been made by John J. Collister, E. M. Higgins and W. E. Eastburn.

The National Corn Exposition Ass'n met at the rooms of the Commercial Ass'n Feb. 20 to appoint committees and

to discuss plans for the coming corn exposition. The officers of the Exposition Ass'n are E. S. Conway, pres.; W. S. Furman and P. G. Holden, vice-pres.; Curt M. Treat, secy., and Harry A. Wheeler, treas.

More corn is in the hands of the eltr. men of Illinois at the present time than there ever was before. If cars could be gotten so it could be shipped to market corn would go down 5c per bu. in 2 days. People called me crazy when I made a prediction a short time ago that there wouldn't be 15 successive days this season that Chicago would receive an average of 500 cars of corn per day. I didn't mean the prediction to become public but it is being fulfilled anyway.—Wm. Nash.

How very inconsistent it is for the grain dealer in the country to purchase corn from Tom, Dick and Harry, no matter whether it is wet or dry, pay them the same price, mix the corn, ship it in here to Chicago and then kick because he doesn't get a grade on it. Many times he buys the corn while the moisture in it is frozen. It comes to Chicago and is graded in a room where the temperature is about 70. Corn that looked dry when frozen on the cob is absolutely wet when it reaches the Board.—M. E. Cooke.

I am told that some of the railroads east are permitting wholesale distributors to have 10 to 15 days in which to unload cars at junction points in the east, thus enabling the wholesaler to peddle out his corn among the retail dealers. By the time the cars have been transferred two or three times from one junction point to another the delays have piled up in some cases to 45 days. This, of course, absorbs a large number of cars, and it would explain in some measure the inability of eastern lines to take the corn here from western roads.—E. B. Boyd, manager transportation department of the Board of Trade.

J. J. Stream, chairman of the transportation committee of the Board of Trade recently sent the following appeal to the eastern roads: We are confronted by serious conditions with respect to grain now in store at Chicago and in and around railroad yards. Eastern lines have closed their transfer eltrs. except on cars that can run through. Corn is accumulating and condition is such that eltrs. cannot safely take it in for any length of time. Eltrs. throughout the west are full and number of them closed. Corn deteriorating account climatic conditions awaiting shipment. Efforts are being made by western roads to relieve situation. Unless necessary equipment is furnished by eastern lines to allow grain to move freely, an unprecedented loss in the history of the grain business will result. The situation is desperate. Eastern lines have contributed relatively little equipment during the winter. We think they should come forward promptly even at the expense of more remunerative business. Can we get any help?

COLORADO.

Denver, Colo.—The Ady & Crowe Mercantile Co. is building a 40,000-bu. addition to its eltr.

Denver, Colo.—The senate committee has eliminated the long and short haul clause from the proposed railroad commission bill.

IDAHO.

Boise, Ida.—The bill creating a state

railroad commission has been defeated in the house.

Troy, Ida.—A large warehouse belonging to William Duthie, collapsed Feb. 6 under the weight of snow piled on the roof. An attempt to save the grain is being made before the melting of the snow.

ILLINOIS.

Greenville, Ill.—L. D. Mange sustained loss by fire recently.

Shattuck, Ill.—Gus Hahn has erected a 1,000-bu. eltr. on the Burlington Ry.

Ohio, Ill.—The Farmers Eltr. Co. has bot the house of the Neola Eltr. Co. for \$8,000.

Eureka, Ill.—Garth T. McGuire has become a member of the firm of T. J. McGuire & Co.

Bentley, Ill.—I have sold my interest in the grain business to W. S. Walton.—J. S. Grove.

Paxton, Ill.—W. H. Westbrook has sold his eltr. on the Ill. Central to Coon Bros., of Rantoul.

Hinckley, Ill.—The Hinckley Grain Co. recently incorporated, has purchased the Neola Eltr. Co.'s eltr.

Colvin Park, Ill.—C. F. Ollman & Sons have let the contract to Fred Friedline for an 8,000-bu. grain eltr.

Paris, Ill.—W. F. Bentz has engaged in the grain brokerage business here, as the representative of receivers.

Earlville, Ill.—The Earlville Grange Eltr. Co. has equipped its eltr. with two improved Hall Signaling Distributors.

Lincoln, Ill.—Frank Wright, agt. for the Lincoln Grain Co., was married Feb. 11 to Miss Myrtle Varney of Chicago.

Corporations must file names and addresses of officers with the Secretary of State this month or have their charters canceled.

Springfield, Ill.—Late advices from the house railroad committee are that the Adkins reciprocal demurrage bill is slated for defeat.

Illinois lawmakers seem to prefer to retain their passes at the expense of the people, judging by their refusal to pass a 2-cent fare bill.

The C., H. & D. R. R. is running seed corn special trains at intervals, with professors from the state university at Champaign as lecturers.

Pekin, Ill.—The Turner-Hudnut Co. contemplates purchasing ground on which to erect steel storage tanks with a capacity of 120,000 bus.

Springfield, Ill.—Three civil service bills have been introduced in the state legislature, by Senator McKenzie and Representative Pogue.

Yorkville, Ill.—Jeter & Boston have let the contract to the Younglove Construction Co. for the grain eltr. to be erected on plans by Fred Friedline.

Princeville, Ill.—The Farmers Eltr. Co. incorporated, capital stock \$5,000; incorporators Maurice La Marche, Napoleon J. Parent, and Charles Stillwell.

Hight, Dalton City P. O., Ill.—C. A. Hight & Co. have installed their second pneumatic car-loader manufactured by the Mattoon Grain Conveyor Co.

Elliott, Ill.—N. S. Richardson has exchanged his eltr. for a farm in Minnesota, owned by Ole and Andrew Hattteburg who will take possession March 5.

East Lynn, Ill.—Peter Peterson and

Mr. Olson of Wisconsin have purchased W. H. Westbrook's eltr. J. O. Loigreen will continue as mgr. for the new firm.

Senator I. M. Lish of Saunemin has introduced a reciprocal demurrage bill known as No. 198, which is given in full in "Letters from Dealers" this number.

Springfield, Ill.—A bill for the licensing of public grain warehouses by the counties has been introduced in the Illinois legislature. The license is to be \$1,000 or less.

Homer, Ill.—Fred Rose of Chicago, and formerly of Brookston, Ind., has bot the eltr. here of Parish & Son thru J. M. Maguire. Mr. Parish will retire from the grain business.

Springfield, Ill.—Representative Heine has introduced a bill in the Illinois legislature giving immunity to witnesses who testify against proprietors of gambling houses and bucket-shops.

Gilman, Ill.—Grain dealers who met here Feb. 18 agreed to bring suit against the Illinois Central R. R. if cars are not furnished to move out over 1,000,000 bus. of grain in store in eltrs.

Sadorus, Ill.—The eltr. of Judson Nichols, who lately filed a petition in bankruptcy, will be sold by Walter Grant, referee in bankruptcy. Will Chambers has been appointed trustee.

Springfield, Ill.—Representative Haas has introduced a bill in the Illinois legislature to appropriate \$25,000 for experiments to find a remedy for insect injury to the corn crops of the state.

Grain received in St. Louis is not docked for future shrinkage, but in East St. Louis the Illinois Warehouse Com'n weighmen dock us a 100 lbs. on the thousand. Why? Can any one justify it?

Colfax, Ill.—I purchased the eltr. of C. M. Ward. The Rogers Grain Co. is no longer buying grain here, and the buyers here now are J. E. Hawthorne, Farmers Grain Co. and myself.—John R. Williams.

Rio, Ill.—Believing his wife about to bring divorce proceedings against him, John Gebhard, a grain buyer, committed suicide at Galesburg by swallowing carbolic acid recently. He was 57 years old.

Reciprocal demurrage legislation to be entitled to the support of the grain dealers of Illinois must protect shippers who have capital invested in grain eltr. facilities, and not vary in its enforcement with the state of the weather.

Fairland, Ill.—John Lowry's eltr. on the Chicago & Eastern I. Ry. burned recently with contents. The fire started from a stove inside the building which had been lighted to heat the tar with which workmen were covering the roof.

Hotel rates at the Auditorium, Chicago, for the annual meeting of the Illinois Grain Dealers Ass'n will be \$2 for a single person and \$3 for two. This hostelry is one of the largest in Chicago and will accommodate the entire crowd without difficulty.

Perdueville, Ill.—At a recent meeting Andrew Anderson, W. G. Kenney and Wm. Warner were elected directors of the Perdueville Eltr. Co. M. O. Thompson, the newly chosen mgr. for the company has resigned and will be succeeded by Philip Larson.

If the new state Railroad and Warehouse Commission were approached in the right way it would quickly stop all docking of shipments for future shrinkage of grain. The East St. Louis elevators are

no more entitled to 100 lbs. dockage than they would be to 1,000 lbs.

Peoria, Ill.—A local bucket-shop suspended business recently owing victims about \$20,000. The headquarters of the concern are said to be at Quincy. Branch bucket-shops at Monmouth, Galesburg, Stronghurst, Rushville, Bushnell and Canton also have been closed.

Illinois is sorely in need of a law which will establish and maintain equal reciprocal demurrage charges for delays in loading by shippers, unloading by receivers and furnishing or forwarding loaded cars by carriers. Both state and national laws on this subject can be obtained if shippers will do a little earnest work.

Peoria, Ill.—The officers of the Peoria Board of Trade elected for the ensuing year are T. A. Grier, pres.; E. Roberts and Daniel Mowat, vice pres.; John R. Lofgren, secy.; Walter Barker, treas.; and the inspection committee is composed of W. R. Buckley, A. G. Tyng, J. H. Ridge, C. C. Miles and R. W. Van Tassel.

Springfield, Ill.—W. H. Boys, chairman of the state railroad and warehouse commission, has had introduced in the state legislature a bill giving the commission power to limit the issuance of capital stock by railroads, to prevent watering. For the commission Senator Gardner also has introduced a bill against the granting of passes.

Thomas, Alvin P. O., Ill.—E. W. Carter has bot Bartlett Frazier & Carrington's 25,000-bu. eltr. on the Rantoul division of the I. C. Ry. for \$8,500. The house is equipped with up-to-date machinery and was built 2 years ago since which time E. W. Carter, a brother of the purchaser, has been in charge. He will continue as mgr.

Champaign, Ill.—A seed and soil special train will be run over the Illinois lines of the Chicago & Alton R. R. the last week of February. The Illinois College of Agri. will furnish the speakers and instructors. Farmers from adjoining towns will be transported to the place of meeting free of charge by the Alton; and the schedule of the special can be obtained from ticket agents of the Alton.

Cairo, Ill.—My suit against the Illinois Hay & Grain Co. has been put off until the May term of court. The company is composed of Leo McDaniel, who has a man working for him to weigh and grade the grain. I wish every shipper who has been short-weighted and off-graded at Cairo would write me. The Board of Trade men don't recognize him as a receiver of grain.—R. C. Cox, Sherman, Ill.

Peoria, Ill.—Officials of the T., P. & W. declare that the car situation was never worse. Eltrs. here can not be emptied because cars are not available for eastern shipment. To prevent an accumulation of loaded cars on its local tracks the T., P. & W. recently directed country agents to refuse shipments for Peoria. Neither will T., P. & W. cars be released to go off its own line. The steady consumption of low grades of corn by the big distilleries permits a partial circulation of cars.

Springfield, Ill.—Over 6,000 corporations have failed to make the annual return required by law, giving the names and addresses of officers, and are liable for the penalty of \$20. During the past two years the secretary of state has collected \$26,000 in penalties from corporations failing to make the report in the required time. The different reports required annually of corporations should be

made at one time instead of being demanded on different dates only to multiply fees for hungry politicians. Coming at different times one of the several reports is likely to be overlooked.

Saunemin, Ill.—Reciprocal demurrage bill, Senate File No. 198, has been revised by parties who have shipped grain all their lives to every market in this country, from Brunswick, Me., to New Orleans, La. It has also had some of the best legal talent in the state work at it with the sole idea of getting it into shape to be constitutional. If you can put the penalty onto the parties that are causing the abuses, that will be all that is necessary for the railroad will make rules and put them in force so that they can furnish the cars as ordered. The shipper will make his calculations so that he will load the cars within the 24 hours limit and furnish the billing.—E. J. Scovel.

Springfield, Ill.—At its 4th annual meeting here Feb. 14 the Farmers Eltr. Ass'n elected the following officers: Pres. Lee Kincaid, Athens; vice pres. Thomas Lamb, Jr., Bement; second vice pres. T. J. Dunn, Seneca; secy., J. A. McCreary, Mason City; treas., J. B. Abbott, Mason City. The following resolution was adopted: Resolved, That we request that the senators and representatives in Congress and in the state legislature use every honorable means to secure the enactment of a national reciprocal demurrage law such as was introduced in Congress by Martin B. Madden of Illinois. Also the members of the state legislature for the passage of house bill No. 2.

Illinois shippers who care to have cars when ordered should write their representatives in the state legislature urging support of a proper measure. The bills to establish reciprocal demurrage are being referred to the committee on railroads of which Guy L. Bush is chairman. The other members of the house committee are Lindly, Backus, Dudgeon, Church, Gaunt, Ireland, McNichols, Gillespie, Brady, Pogue, Oglesby, Hope, Jewell, Fieldstack, Clapsaddle, Roos, Baird, Browne, Luke, Corcoran, Sullivan, Egan, Schermerhorn, Wilson, McLaughlin, Geshkewich, Landmesser, Gibbons. If any of these members of the committee are from your district be sure to impress upon them the importance and necessity of reciprocal demurrage legislation of a proper character.

Springfield, Ill.—The reciprocal demurrage bill, house No. 2, introduced by Representative Chas. D. Adkins of Bement, Piatt County, was prepared by the co-operative eltr. promoters, and was urged upon the railroad committee of the house for passage by the farmers at their recent meeting at this city. It provides that on written application cars must be furnished to shipper within 48 hours under penalty of \$1 per day per car for each day's delay. Delay in starting car is punished by a penalty of \$1 for each 24 hours, and cars must be moved 75 miles or more per day under penalty of \$1. Connecting carriers are required to receive and transport cars, under penalty. After arrival at destination cars must be switched to consignee's track within 24 hours. The shipper is required to load cars in 48 hours, except when cars ordered are bunched. Failure to begin loading within 48 hours releases the cars and the road may collect \$4 demurrage. It is made the duty of the consignee to unload the cars placed for unloading within 48 hours. Section 10 provides that the carrier or the shipper shall be granted additional time to supply

cars, or to load and unload, in the event that the movement of freight is suspended by accident or for any cause which the railroad could not have prevented without injuriously interfering with interstate commerce or the practical operations of its road, or in event the handling of freight by shipper or consignee was impracticable by reason of inclement weather. The 7 following sections relate to the enforcement of section 10, seeking to prevent the carrier from taking an unfair advantage of the right to additional free time. Another objectionable clause is that "Such railroad companies shall not be required to perform any service under this act for or at the request of any shipper or consignee who is in arrears for any proper demurrage or freight charges due to such railroad, until after such arrears have been paid or secured." This clause gives the carrier power to tie up a shipper's business until he pays demurrage claims, however, unjust. The provision giving the shipper additional free time on account of inclement weather and bad roads will give the scooper who has ordered a car the right to hold the car on track waiting for him to haul for 10 to 20 days without paying a cent of demurrage, while the regular dealer who has grain in his bins ready to spout into the car may have unfilled applications for cars.

INDIANA.

LaFayette, Ind.—The E. T. Jones Co. has succeeded Edgar T. Jones & Co.

Ft. Wayne, Ind.—Nathan & Levy have given N. A. Grabill the contract for the erection of 2 17,000-bu. eltrs.

Nortonburg, Ind.—I have sold my interest in the firm of Griffith & Miller to H. Griffith of Columbus.—A. Miller.

Wellsboro, Ind.—Sam Finney will install another receiving leg with 20x7 buckets, hopper scale and garner, in his new transfer eltr.

Saratoga, Ind.—John W. Owens & Son will enlarge their eltr., increase the capacity of the storage room to 10,000 bus. and install an ear corn eltr.

Terre Haute, Ind.—The American Hominy Mills Co. will rebuild its plant recently burned, immediately. Ray Jenckes is mgr. for the company.

Kouts, Ind.—Everything in the grain business is fine, except for the scarcity of cars. We are getting only 10 per cent of what cars we need.—J. J. Overmyer & Co.

Indianapolis, Ind.—The landlord's lien law, covering advances on grain, and known as Farber's bill No. 263, has passed the senate and is expected to pass the house.

Indianapolis, Ind.—Senate Bill No. 195, known as the shippers bill, providing for reciprocal demurrage, has been favorably reported by the joint committee of both houses, and is expected to pass.

South Bend, Ind.—E. W. Elmore, of Chicago, has leased the Interior Eltr. of R. L. Foote, of Chicago. The house is on the C. I. & S. Railroad. The eltr. has about 150,000 bus. capacity, and is equipped to handle 50 to 70 cars of grain in a day.

Indianapolis, Ind.—The bill prescribing penalties for the bribing of trainmen by shippers has passed both houses, with a slight amendment. The purpose of this measure is to break up, if possible, the vicious practice of certain shippers bribing railroad agents and trainmen for cars,

and to make it a penal offense for such employees to exact from shippers payment for cars. This is an old practice in Indiana and should long ago have been broken up.

Indianapolis, Ind.—Senator Farber's bill to penalize the tenant who sold his crop on which the landlord has a lien for unpaid rent or advancements, will certainly become a law. Senator Cavens' bill covering some of the same ground may also become a law.

Dinwiddie Sta. (no P. O.) Ind.—The Dinwiddie Supply Co. is operating its new eltr. at this station on the Chicago & Wabash Valley Ry., post office, Lowell, Ind., R. F. D. No. 2. The company is composed of Jerome Dinwiddie of Hammond, Ind., and Oscar Dinwiddie.

Cambridge City, Ind.—J. S. Hazelrigg, mgr. for the E. A. Crubbs Grain Co. at this point, has acquired all the Indiana property of the company valued at about \$25,000 and including eltrs. at East Germantown, Straughn, Dunreith, Bentonville and here, and has sold his Ohio interests to the company.

Princeton, Ind.—Hugh McGary, one of the stockholders of the defunct Princeton Eltr. Co., alleges that his name has been forged to notes for \$4,900. O. T. Downey, the company's buyer at Francisco, lost \$4,000. It is said the several eltrs. of the company contain only 600 bus. of wheat, while outstanding receipts total 42,000 bus.

Indianapolis, Ind.—The shippers bill has passed the house by unanimous vote and will probably pass the senate the middle of this week. The bill prepared by the Railroad Commission, and known as the Commission's bill, has been agreed to by the railroads and has passed the senate by a unanimous vote, and will strengthen the law creating the present railroad commission. The 2-cent passenger fare bill has passed both houses.

Indianapolis, Ind.—The pure food act has passed both houses and is now held up by the governor. In the effort to make the act effective wheat bran, corn bran, oats, corn and other ground feeds are defined as concentrated commercial foods and subjected to the same supervision as the package and patent foods, unjustly to the millers, who are now objecting most vigorously, hoping that the governor will veto it or that the bill will be recalled and amended.

Indianapolis, Ind.—There are several anti-trust bills pending, and one known as the "Hawkins Bill," is likely to be made the basis of legislation. It is my opinion that this legislation will be of such a character as to strike a serious blow to the grain dealers, lumber dealers and other associations organized for the mutual benefit of the trade. The temper of the House and Senate seems to be such that without there is a very heavy pressure brot to bear from the country dangerous legislation may be enacted along these lines.—O. J. F.

A seed corn special train will be run over the C. H. & D. R. R. Mar. 18 and 19. The stops March 18 are Indianapolis, Cottage Grove, Liberty, Brownsville, Connersville, Glenwood, Griffin, Arlington, Morristown, Fountaintown, New Palestine, Julietta, Indianapolis. On Mar. 19 the train will stop at Indianapolis, Tilden, Maplewood, Montclair, North Salem, Roachdale, Racoon, Russellville, Guion, Marshall, Bloomingdale, Montezuma, Dana, D. F. Maish, pres. Corn Growers Ass'n; T. A. Coleman, vice-

pres. Corn Growers Ass'n; E. H. Collins, Carmel; A. T. Wiancko and G. I. Christie of the Experiment Station will deliver the lectures. Special literature on corn is being provided for all those who meet the train. Schedules and other information can be had of G. I. Christie, Lafayette, Ind.

INDIAN TERRITORY.

Tuttle, I. T.—I have purchased the Oklahoma City Mill & Eltr. Co.'s eltr., have placed it as stock with the Wheatland Grain & Lumber Co. of this place and will continue in management under the new name. The Wheatland Grain & Lumber Co. has increased its capital stock from \$25,000 to \$30,000.—D. Kramer.

IOWA.

Prescott, Ia.—T. A. Caven has succeeded G. A. Stibbens.

Irwin, Ia.—The Uptide Grain Co. has bot Escher & Co.'s eltr.

Malvern, Ia.—J. D. McLean has bot the business of S. B. Barnes.

Hastings, Ia.—Caven Bros. are the successors of J. J. Brewington.

Jesup, Ia.—Chris Emerson has sold his eltr. to Mr. Spike of Vinton.

Ireton, Ia.—The Farmers Grain & Lumber Ass'n contemplates buying an eltr.

Larchwood, Ia.—The Farmers Eltr. Co. has bot the eltr. of the Davenport Eltr. Co.

Farnhamville, Ia.—Chas. A. Jackson has succeeded H. Gross as mgr. for the Western Eltr. Co.

Larrabee, Ia.—I have sold my eltr. to the L. J. Button Eltr. Co., of Sheldon.—J. B. Fowler.

Rockford, Ia.—Earl Hoadley has succeeded J. D. Plumer as mgr. of the Farmers Exchange Eltr.

Conrad, Ia.—Farmers in this vicinity including B. C. Wheeler and Ed Allen are organizing an eltr. company.

Kanawha, Ia.—The Farmers Co-op. Eltr. Co. incorporated; incorporators T. L. Johnson, pres., and J. E. Olson, secy.

Des Moines, Ia.—The office of the Iowa Grain Dealers Ass'n has been removed to room 521 Flynn block, in Seventh street.

Thor, Ia.—The Thor Lumber & Grain Co. has sold its grain business to the Farmers Eltr. Co.—S. K. Groth, mgr. T. L. & C. Co.

Madrid, Ia.—The Neola Eltr. Co., operating many country eltrs., has recently taken an option on the mines of the Carpenter Coal Co.

Beaman, Ia.—The Farmers Co-op. Eltr. Co. has been organized with G. C. Hurlbut, pres., J. M. Nickerson, vice-pres. and Ellet Lepley, secy.

Lavinia, Ia.—Joe L. Reynolds, of the Neola Eltr. Co., has been promoted to the position of auditor for the company and will remove from this place.

George, Ia.—Locker Bros., of Flanagan, Ill., have bot the eltr. of Schoeneman Bros., and are conducting the grain business under the name of L. J. Locker.

Glidden, Ia.—J. A. Culbertson, of Culbertson Bros., committed suicide recently by shooting himself thru the head. No motive for the deed is ascribed. He leaves a wife and 3 children.

Danbury, Ia.—Wm. Schnepf has bot the lumber interest here, but not the grain end of my business, as erroneously

stated in the Journal Feb. 10. I have not sold out.—E. W. Oates.

Des Moines, Ia.—Senator W. D. Jamieson of Page County, has introduced a bill giving the state railroad commission power to establish a schedule of joint rates for the entire state.

Washington, Ia.—Wm. A. Whitney has just completed a 15,000-bu. eltr. here. It is a cribbed eltr. with wood siding. The building was erected by the Burrell Engineering & Construction Co.

Peterson, Ia.—The farmers in this vicinity have organized an eltr. company and elected A. B. Kenyon, pres., and G. H. Tigges, secy. An eltr. will be bot as soon as the stock is sold.

Clinton, Ia.—The first banquet of the Shippers Bureau of this city was held Feb. 9. The organization is only a year old and its membership of 52 includes nearly all the large shippers.

The Iowa Grain Dealers Ass'n is working earnestly to interest secretaries of County Institutes in the discussion of the improvement of the state's oat crop and meeting with gratifying success.

Paullina, Ia.—Metcalf & Cannon have arranged with Fred Friedline to get out plans and specifications for a 25,000-bu. working house, and 80,000 bus. storage, in reinforced concrete construction.

Alta, Ia.—The farmers in this vicinity are organizing an eltr. company and have elected the following officers: P. Morrisson, pres., H. J. Poulsen, vice-pres., F. N. Sipe, secy., and Samuel Parker, treas.

Thru the intercession of the Iowa Grain D'lrs. Ass'n the C. M. & St. P. R. R. will run a seed oat special next month in hope of interesting the farmers of the state in the selection of better seed oats.

Des Moines, Ia.—Senator J. A. Smith of Mitchell has introduced a bill requiring railroads to make written application to the state railroad and warehouse commissioners before issuing additional capital stock.

State reciprocal demurrage laws will not be of much benefit to Iowa grain shippers for the reason that practically all grain shipments in this state are of interstate character, and state laws would not have jurisdiction over such shipments.

Watkins, Ia.—The Watkins Grain Co., newly organized, with \$10,000 capital stock, has elected James Harrington, pres., William Reisser, vice-pres., and J. T. McGuire, treas. The company has purchased and taken possession of the eltr. of the Northern Grain Co.

Charles City, Ia.—The Farmers Exchange Co. incorporated, capital stock \$15,000; incorporators Charles Lane, pres., A. Herbrechtmeier, vice-pres., F. L. Lambert, secy., Geo. Brown, treas., and others. The company has purchased the eltr. of O. O. Helgen & Sons and has placed Charles Lane in charge.

Dougherty, Ia.—The Farmers Co-operative Society has brot suit against Manager Chas. H. Wendt for damages, alleging a shortage of \$5,000. The society has been handling grain for about 2 years. It is said the books are in a tangle and that credits were not given to patrons when accounts were paid.

Dumont, Ia.—Schmadike & Sinram's eltr. has been completely overhauled and reshingled. The house contains 15 bins of 10,000 bus. capacity, but has been loaded with several thousand bus. more. The dump holds 1,000 bus. The equipment includes a Fairbanks Scale, corn

sheller and cleaner. The power is steam and the cobs are used as fuel.

Larger crops of better quality will be handled by the grain dealer who assists farmers to get better seed oats. Cleaning the farmer's seed oats is one of the best services the eltr. operator can render and will surely be appreciated by the best farmers. Well selected seed, properly cleaned and treated with formalin to prevent smut will give a good yield on a well prepared seed bed.

Crystal Lake, Ia.—The Rock Island Ry. Co. does not furnish us with either stock or grain cars, and consequently we can do little business. A farmers co-operative eltr. company is being advocated by a banker and a toe druggist, but the farmers are not very strongly in favor of the scheme, and we do not think they can be induced to invest in it.—Chris. Gillstrap, agt. Clinton Grain Co.

Hampton, Ia.—Moore Bros. Co. with \$40,000 capital stock and the privilege of adding \$10,000, has succeeded Moore Bros., of Rockwell, who operate a line of eltrs. on the I. C. Ry. The headquarters of the company will be at this point under the management of O. W. Maxwell. Mr. Moore has retired from the company and will go to Colorado on account of the failing health of his wife.

In December the officers of the Iowa Grain Dealers Ass'n, invited representatives of the Ames College to meet with them at Des Moines and discuss the question of improvement of the oats crop in this state, and as a result of that meeting, the work has been started along the same lines as was done with the corn. Three days were given at the Short Course to a class in the study of oats. The upper part of the stock pavilion being fitted up especially for this work, pertinent statistics being prepared on charts and a large supply of each Chicago grade kept on hand for the use of the students in their work. At the conference at Des Moines, it was decided that there were three slogans that might be used to advantage in this work for the improvement of oats: (1) Selecting and cleaning of the seed. (2) Formalin treatment to prevent smut. (3) Preparation of the seed bed.

Iowa farmers plant yearly over four million acres of oats that produce less than one hundred and fifty million bus., about seventy per cent of which is consumed on the farms, the ten year average yield being only about 31 bus. per acre. The oat crop is essential to the general rotation of farm crops and is of much commercial importance. In years gone by the Cereal Mills found the best white milling oats of the country in Iowa; whereas now forty per cent of the oats grown in this state are of the Russian Green and Yellow varieties that are not in favor either with the manufacturers or the consumers, and consequently are subject to more or less discount in value. The different varieties of white oats have deteriorated so that they do not give satisfactory yields and the straw has become weakened because of the deterioration in the general vital character of the seed.—Geo. A. Wells.

Des Moines, Ia.—The reciprocal demurrage bill introduced by Representative White of Story County and known as House File No. 180 is so defective that it does not deserve the support of the trade. Section 1 relating to the application for cars fails to require a deposit by the shipper or any showing that he has the grain on hand ready for loading. The

demurrage laws of other states require $\frac{1}{4}$ of the freight charges to be paid with the written application for car. It is not definitely stated whether the penalty of \$2 per day is for a single car or all cars ordered. The bill entirely ignores the necessity of requiring the railroads to interchange cars. The penalty of \$2 per day for delay in transit is made payable to the consignee by the originating carrier, which may be a thousand miles from the destination, whereas the penalty should be payable to the owner and shipper. A commission merchant receiving grain consigned to him is not legally entitled to sue for a loss which is not his, but the author of the bill evidently is ignorant of the conditions under which grain is shipped. A clause releasing both carrier and shipper from the operation of the law for "unavoidable delay" gives both a loophole of escape from a just penalty. The grant of additional time for unloading bunched cars is not explicit. The courts have ruled that a carrier must not refuse cars in an attempt to collect demurrage due by the shipper on past shipments. This worthless bill expressly states that the railroad shall have such a right to withhold cars from a shipper who is in arrears. The correct remedy is for the road to bring suit for the amount alleged to be due. This clause alone should kill the bill, since it gives the railroad company power to completely tie up a shipper's business until he had settled a bill for demurrage that he never owed.

KANSAS.

Grenola, Kan.—Hand & Miller have succeeded Denton & Boys.

Girard, Kan.—Morrow & Taaffe will erect an eltr. doubling the capacity and on the site of the one burned.

We do not believe we would like the job of running a public eltr. and have some thornhorn politician weigh it in.—*Wichita Eagle*.

Palmer, Kan.—Both eltrs. here are full to the roof. We have had four cars at this point this month, and could have used 25 or 30.—W. C. Brown.

Topeka, Kan.—The property of the Taylor Mill & Eltr. Co., in the hands of a receiver, is reported by the three appraisers as valued at \$125,000.

Huron, Kan.—A. F. Allen, a farmer near Bluff City, has bot Clark Bros.' eltr., which will be under the management of C. E. Smith until Mr. Allen's arrival.

Yates Center, Kan.—F. H. Harder and Alber Weide have bot the eltr. of Roy A. Braik, possession to be given March 1, when business will be transacted under the firm name of Harder & Weide.

Dodge City, Kan.—The Lamar Mill & Eltr. Co. of Lamar, Colo., has built a switch on the Santa Fe Ry. for the use of the 60,000-bu. eltr. which the company will build this spring. Mr. Maxwell, of Lamar, will be in charge.

Paola, Kan.—A. N. Protzman, of Hillsdale and Robert Ewbank, of Bucyrus, have bot from the Antle-Linley Grain Co., of Atchison, the Paola Pearl Meal Mill and Eltr. for \$6,000. The firm name will be Robert Ewbank & Co. and Mr. Ewbank will be in charge.

Topeka, Kan.—The car shortage is just as serious as it was several weeks ago; and the only way to remedy the present evils of this nature is to pass a national reciprocal demurrage law. As most of our business is outside the state our

state law is totally inadequate.—E. J. Smiley.

Topeka, Kan.—W. Y. Morgan's maximum freight rate bill has been amended to make the reduction in rates 20 per cent. The rate on wheat from the western part of the state will be reduced under the bill $1\frac{1}{2}$ to 2c per 100 lbs. The bill passed the house Feb. 21, unanimously.

Topeka, Kan.—A permanent injunction against the weighing of grain into the private eltrs. at Kansas City, Kan., by the state weighmen was granted Feb. 14 by Judge Pollock of the federal court, carrying out the recommendation of Special Master Peters that the state law was unconstitutional.

Topeka, Kan.—A bill has been introduced in the Kansas legislature by Nottzger requiring railroads to designate terminal points within the state. The purpose is to prevent the roads from billing shipments for Kansas City, Kan., to Kansas City, Mo., to get under the Interstate Commerce law.

Topeka, Kan.—"A Protest Against the Fake" is the title of an address delivered before the Kansas Editorial Ass'n recently by F. D. Coburn, secy. of the Kansas Dept. of Agri., in which he denounces the baseless reports of blizzards, drouths, cyclones and grasshoppers which have given Kansas bad repute in the east.

The railroads are charging 50 per cent more for hauling a car of grain than a car of cattle. If the cattle rate is remunerative, which has never been questioned, the grain rate is incontestably 33 1-3 per cent too high. Grain should be hauled, pound for pound, at a lower rate than cattle.—*Topeka Capital*.

Topeka, Kan.—Schmidt's bill for weighing of grain in private and public eltrs. as desired by Chief Inspector Radford, was amended Feb. 21 by reducing the fee for out-weighing from 50 to 15 cents, and the fee for in-weighing from 50 to 25 cents. The lobby favoring the bill was unable to answer the questions of the committee satisfactorily and accordingly it was recommended to pass "subject to amendment and debate."

Atchison, Kan.—Atchison dealers have to pay as high a price for grain as Kansas City dealers. They buy on the same grading, pay the same freight rates and have to sell for the same price, and they are unable to do this when Kansas City dealers are given free elevation of their grain by the railroads. Consequently, Atchison dealers either have to compete at a loss of the cost of elevation and are being gradually forced out of business.—J. Linley.

Topeka, Kan.—The testing of imported seed wheat with a view to importing a large quantity from Europe is provided for in a bill recently introduced in the Kansas Senate. The tests and the distribution are to be conducted by the state agri. college at Manhattan. The bill appropriates \$50,000, was introduced by J. H. Stewart and has the approval of Secy. Coburn of the dept. of agri. The farmers, each receiving 10 bus. must repay the state all expenses of purchase, test and distribution.

The question is whether shippers shall be taxed by the state for weighing their cars, and then have to pay another weighing fee at the market, or risk their shipment to the tender mercies of the buyer and dispense with the expensive luxuries of the state grain inspection and weight. A lot of these grain inspectors live in Kansas City, Kan., and just about

own the town. If it were not for the privilege they have of soaking every shipper half a dollar per car for weighing his grain they would be out of a job, and Senator Getty would be out of some of his heaviest constituents. These inspectors do not want their stars dimmed by any legislation which will permit the shipper to say what shall be done with his grain. They want a stricter inspection law, which will make every shipper "jar loose" at the state line. They would also like to stick in a little clause raising the wages of the inspecting gang, "on account of the increase of business in their department." Raus mit the plain shipper. What right has he got to kick on paying for an unnecessary inspection. Fie upon him. Does he not realize that these noble state servants are placed on the state line to prevent him from cheating some poor Missouri flour manufacturer?—*Topeka Journal*.

KENTUCKY.

Glendale, Ky.—The Glendale Grain Co. has been organized with R. E. Stewart, pres. and Eli Lewis, mgr. A 50,000-bu. eltr. will be erected and about \$6,500 invested.

MARYLAND.

Baltimore, Md.—The firm of Dudley & Carpenter has been dissolved, James J. Greenwell retiring. Business under the same name will be continued by Hiram G. Dudley and Frank S. Dudley.

MICHIGAN.

Bay City, Mich.—Earl Thorne is erecting an eltr. on the Michigan Central Ry.

Woodbury, Mich.—The safe in Smith Bros. & Vette's eltr. was blown Feb. 9 and \$1,000 taken.

Lawrence, Mich.—The Stockbridge Eltr. Co. has just completed a 10,000-bu. grain and bean eltr. here. It is a cribbed building with iron sides and roof. It was built by the Burrell Engineering & Construction Co.

Lansing, Mich.—The sale of gasoline by dealers and its storage by consumers are regulated in a bill introduced in the Michigan legislature by Representative Dewey, entitled House Bill, No. 196. The bill has been referred to the house comite on state affairs.

MINNEAPOLIS.

The Minnesota Farmers Exchange will meet at this city Mar. 6 and 7 in the court house convention hall.

William Clifford McCord, a grain man, brother of H. D. McCord, of the T. M. McCord Co. and F. M. McCord, mgr. of the American Cereal Co., died recently at the age of 50 years.

"Minneapolis commission men who have been so reluctant to advertise their facilities for handling consignments advantageously to county grain shippers are now complaining of competition from truck buyers."

Mail trains carrying advices from country agents of line companies as to the amounts of grain bot are often delayed several days on branch lines while the agent's draft is sent across, country by the local banker and presented at headquarters before the company has any reason to look for its presentation.

A petition against reciprocal demurrage legislation is being circulated by the railroads and receiving many signatures. The

petition objects to the passage of house file No. 2 and declares that legislation penalizing railroads for failure to furnish cars is unsound in principle and liable to such abuse in practice as to render it impracticable. The petition fails to specify the objectionable features of reciprocal demurrage and is otherwise vague.

MINNESOTA.

Menahga, Minn.—P. Plein has installed a separator and cleaner in his eltr.

Lyle, Minn.—The Hunting Eltr. Co.'s eltr. suffered a slight fire loss recently.

Echo, Minn.—A Farmers Eltr. Co. has been organized and will buy or build an eltr.

Nerstrand, Minn.—The Farmers Eltr. Co., recently incorporated, will build an eltr.

Boyd, Minn.—The Eagle Roller Mill Co.'s eltr. recently was slightly damaged by fire.

Long Prairie, Minn.—Frank Stepan has succeeded George Monnie as mgr. for the Farmers Eltr. Co.

St. Paul, Minn.—A bill to regulate the sale of feed has been introduced in the Minnesota legislature.

Duluth, Minn.—The Globe Eltr. Co. is operating the terminal working house of the Peavey Eltr. Co.

Marshall, Minn.—The Mutual Eltr. Co. of which E. L. Leland is pres., will remove its offices here from Minneapolis.

Welcome, Minn.—John Gerber, of Hantlontown, Ia., has succeeded Jas. Gillett as mgr. for the Nye-Schneider-Fowler Co.

Sauk Rapids, Minn.—The farmers exchange has decided to close its eltr., being unable to compete with the mill at St. Cloud.

Ashcreek, Minn.—S. A. Carter and son, Charles Carter, of Flandreau, S. D., have purchased an eltr. here and will operate it.

Luverne, Minn.—Lee Abbley, former mgr. of E. A. Brown's eltr., has resigned his position and engaged in other business in Albuquerque, New Mexico.

St. Paul, Minn.—Imprisonment for railroad officials guilty of rebating is provided for in a bill substituted by the committee on railroads for Lennon's bill.

Duluth, Minn.—The new fireproof working house of the Peavey Eltr. Co. has been turned over to the Globe Eltr. Co. The house is of tile construction.

Granite Falls, Minn.—George Duernberger, buyer for the Crown Eltr. Co., caught his hand between a belt and pulley recently, causing the large bone in his left forearm to break.

Marshall, Minn.—The Western Eltr. Co. will enlarge its plant this spring adding a cleaning house. A. A. Reginer will be succeeded by Mr. Leland as mgr. of the eltr. May 1, it is said.

St. Paul, Minn.—Senator Thorpe's bill provides that public warehousemen shall make very detailed reports of their business each year, or oftener, if required by the railroad and warehouse commission.

St. Paul, Minn.—C. E. Johnson's bill, H. F. No. 271, providing for reports on the gross weight and dockage of all grain receipts and shipments has been referred to the committee on grain and warehouse.

New Ulm, Minn.—The New Ulm Roller Mill Co. will build a 20,000-bu. eltr. 20x60 ft. in the spring in place of the

old engine room discarded since power for the cereal mill has been supplied by the main plant.

St. Paul, Minn.—A stamp tax on transactions in the Chamber of Commerce pit for future delivery of grains is provided for in the bill introduced in the Minnesota legislature by Ambrose Tighe of Ramsey. The tax is 1 cent for each \$100, and eventually must be paid by the grain grower.

Names of large shippers at terminal markets attached to railroad petitions against reciprocal demurrage show that they fear legislation will compel them to pay demurrage on interstate shipments, which evidently they do not now. They feel strong enuf to make their own bargain with the railroads for cars as well as rebates.

St. Paul, Minn.—Geo. Loftus, head of the Minnesota Shippers & Receivers Ass'n, has sent out a circular advising members not to pay demurrage. He states that there is no warrant for collecting demurrage. It is not authorized by law, or by any order of the Interstate Commerce Commission or the state commission. It is a part of the rate, but is not collected by the railroads. It is collected by the Terminal Dispatch Ass'n, M. S. Shields, manager, with headquarters in Minneapolis. It covers Minnesota and the Dakotas and the country is parceled out among similar associations. They are not common carriers, and Mr. Loftus claims that the local association is not even incorporated.

St. Paul, Minn.—W. A. Nolan's reciprocal demurrage bill passed the house, Feb. 20 by a vote of 133 to 1. The bill has been amended, and now provides that the shipper or receiver who has demurrage charges coming for delay by the railroad company shall be permitted to collect, in addition to the penalty, the actual damage sustained, if any, from the delay by the company. Sec. 15 of the bill, which permitted the railroad & warehouse commission to suspend the operation of the law for a period of 60 days or less, has been stricken out, as it was considered unconstitutional. In its place the committee has inserted a provision that the commission may suspend the law in cases where it is impossible for the company to furnish or move cars, either on account of accidents, snow blockades or any other valid reason. Sec. 1, which has been completely redrafted, provides that if three cars or less are ordered they shall be furnished within two days if at a terminal or three days if at any other place. If more than three cars are ordered the company will have one extra day for each additional car ordered. Another provision is inserted that the company must furnish the cars in the order in which the orders come in and without any preference. Demurrage is to be paid only on cars "ordered in good faith" and not placed on time. The much-disputed section 12, which provides that if a shipper loaded or unloaded cars in less than the free time allowed or if the railroad furnished cars in less than the allotted time they should be allowed a credit of \$1 for each car to be applied on future shipments, has been stricken from the bill entirely. One radical change in the bill is that half of the penalties collected for demurrage shall be paid to the public school fund of the district where the shipper is located.

MISSOURI.

Triplett, Mo.—We have succeeded Fleetwood & Smith.—Smith & Collins.

Maryville, Mo.—E. J. Williams has re-modeled his eltr. and installed a 25-h. p. Witte Gasoline Engine.

Jefferson, Mo.—The senate has sent to engrossment the Cooper maximum freight rate bill, permitting a little higher charge on grain.

Jefferson, Mo.—Heathman's bill to establish state weighing and inspection of hay was sent to engrossment by the house Feb. 18.

Jefferson, Mo.—The anti-bucket-shop bill introduced by Senator Ely has been recommended for passage by the senate committee on criminal jurisprudence.

Smallpox has broken out in the Missouri legislature and may serve to prevent the passage of several vicious bills for state weighmen and taxes on grain futures.

St. Louis, Mo.—A few bales of hay in the Export Grain Warehouse burned Feb. 19 causing about \$500 loss to Pendleton-Corbitt Hay & Grain Co. and Langenburg Bros. & Co.

Jefferson, Mo.—A bad bill for a stamp tax on bucket-shop transactions has been introduced in the legislature by senator Dowell. The bill if enacted will either legalize bucket-shops or produce no revenue.

Kansas City, Mo.—The railroads are resuming their annoying practice of placing embargoes against connecting lines. Now the Rock Island, Burlington and Missouri Pacific will not permit their cars loaded with grain to go over the Santa Fe.

Kansas City, Mo.—Not much grain will be handled by boat, but we favor a boat line because of the general good to the shipping interests. We already have several subscriptions of \$250 each to the stock of the new boat line company and we expect to get others.—B. C. Christopher.

St. Louis, Mo.—The Merchants Exchange has the cordial support of other commercial organizations and of the press in its fight to keep the weighing of grain at the eltrs. out of the clutches of the politicians. Geo. P. Plant, pres. of the Merchants Exchange states that one possible result of the threatened passage of the Avery bill will be to establish state weighing and inspection at every country station in Missouri where grain is handled, at the pleasure of the commissioners, fees for the support of which would be a heavy tax upon the grain itself and would infallibly come out of the pockets of the farmers.

The Avery bill has been amended to provide \$500 fine or a year in jail for anyone other than authorized weighman pretending to give certificates of weight. The amended bill is known as the Simmons bill. A protest against this bill, senate bill No. 198 and house bill No. 555, has been sent by the Merchants Exchange of St. Louis in a circular letter to the grain shippers and millers of the state, declaring that the first result of these bills, if passed by the legislature and enacted into law, will be to abolish the department of weights which was established in 1903 by the Merchants' Exchange of St. Louis, in response to the irresistible demand of an overwhelming majority of the country grain shippers of Missouri, Illinois, Kansas, Iowa and Nebraska, which department has since 1903 been maintained

with such beneficial results to these shippers and to the St. Louis market, that the Merchants' Exchange has cheerfully paid the heavy annual expense incident to the support of said department of weights. "Now, if you are one of that vast majority who believe that the Merchants' Exchange department of weights should be continued for the good it has done and will do the country shipper, and that the state inspectors should be subjected to the wholesome supervision of such a competent committee of arbitration, telegraph and also write at once to your senators and representatives in the Missouri legislature and urge them in the strongest possible terms to vote and work against the proposed legislation (senate bill No. 198 and house bill No. 555) and to oppose them by all possible means." Pushed by the big lobby of the railroad and warehouse commission the bills were sent to engrossment by the house Feb. 18 by a vote of 61 to 30.

MONTANA.

Helena, Mont.—The law creating a state railroad and warehouse commission will go into effect Feb. 26 without the signature of Governor Toole.

NEBRASKA.

How'd You Like to be a Red Ear
When the ghosts and gnomes appear.
When the roguish elvins dance,
With their secrets to relate perchance,
Like the mysteries of Hoo Hoos
Or enchantments of the Blue Gooze?
You had better wear the badge of Red Ear.
If their tales you wish to hear.

Dannebrog, Neb.—Jensen & Hatt are not regular dealers.—A. Carlson.

Filley, Neb.—A. L. Stanhope has completed and is operating his new eltr.

Prosser, Neb.—I have succeeded the Prosser Grain & Stock Co.—M. R. Jones.

Fairfield, Neb.—We have succeeded the Fairfield Eltr. Co.—The Clay County Grain Co.

Plainview, Neb.—The Nye-Schneider-Fowler Co. is operating its new eltr.—Correll Bros.

Bradshaw, Neb.—E. G. Taylor, of Loup City, will begin operating an eltr. here March 1.—J. H. Currie.

Danbury, Neb.—We have succeeded the Farmers Co-op. Shipping Ass'n.—The Beaver Valley Grain Co.

Lyons, Neb.—D. E. Lyon, son of W. H. Lyon, has purchased the eltr. of the Peavey Eltr. Co. for \$4,500.

Auburn, Neb.—C. E. Ord & Co. have bot machinery for a corn meal mill which they will install in their eltr.

Murdock, Neb.—I have bot O. H. Eggleston's eltr. and grain business located on the C. R. I. & P. Ry.—E. Leet.

Springfield, Neb.—Keich & Nicholson have discontinued business. J. M. Elwell is a new dealer here.—Dan Bourke.

Atkinson, Neb.—Geo. Kirkland is a scoop shoveler operating one half mile from the C. & N. W. Ry.—J. F. Brady.

Wabash, Neb.—I. M. Ward is the new proprietor of W. T. Richard's eltr. which was traded as part payment for land.

Glen Rock, Neb.—L. L. Coryell, of Auburn, has succeeded Frank P. Bailey.—J. Peterson, mgr., Glen Rock Grain Co.

Scribner, Neb.—The Farmers Grain & Stock Co has bot the eltr. of the Updike Grain Co.—The Diels Milling & Grain Co.

Odell, Neb.—The Farmers Eltr. Co.

has increased the capacity of its eltr. on the B. & M. Ry. 4,000 bus.—Al. Burket, mgr.

Berwyn, Neb.—The Central Granaries Co. is a new firm here. Wilson Bros. have gone out of business.—Miller & Wirt.

Papillion, Neb.—We have the only eltr. here, the grain business being light on account of the feed yards.—J. C. Right & Son.

Merna, Neb.—L. W. Wilson & Co. are successors to Wilson Bros. on the B. & M. Ry.—The Farmers Grain & Supply Co.

S. E. Howell, pres. of the Omaha Coal Exchange, when convicted with 79 other members of maintaining a trust appealed his case.

Omaha, Neb.—The Boyer-Van Kuran Lumber & Grain Co. incorporated, capital stock \$50,000. The company will erect a warehouse.

Indianola, Neb.—Powell & Smith are feed dealers operating a plant about 2 miles from the B. & M. Ry.—W. McCallum & Co.

Fullerton, Neb.—Haas & Hord operate a large feed plant, shipping some corn and oats and handling no wheat.—The Fullerton Eltr. Co.

Ainsworth, Neb.—F. W. Session and W. D. McCord operate a shovel house here but are not on side track.—The Excelsior Lumber Co.

Cozad, Neb.—The Farmers Eltr. Co. has purchased T. L. Carroll's eltr. on the U. P. R. R. The house has 15,000 bus. capacity.—Cozad Grain Co.

Lincoln, Neb.—The amendment to the state constitution creating a state railroad commission was declared valid Feb. 21 by the supreme court.

Columbus, Neb.—We have bot the Farmers & Merchants' eltr. and can ship on the U. P. and the B. & M. Rys.—The Western Grain Co., Lexington.

Bruning, Neb.—We have partly succeeded the Farmers Eltr. & Live Stock Co. which is no longer in business.—The Bruning Roller Mill & Eltr. Co.

Anoka, Neb.—We have bot the 30,000-bu. eltr. at this point and the 15,000-bu. eltr. at Lynch from the Updike Grain Co.—Wm. Krotter & Co., Bonesteel, S. D.

Deshler, Neb.—A. C. Bonawitz has succeeded John Panzeram. A shovel house here is known as the Farmers Eltr. Co. but is not a farmers organization.—M. A. Osborn.

Fremont, Neb.—The Fremont Stock Yards & Land Co. on the U. P. Ry., stores feed and does not buy grain for shipping purposes.—The McCaul-Webster Eltr. Co., Woodcliff.

Dubois, Neb.—Potts & Vinney have bot Perry Frazier's 10,000-bu. eltr. on the C. R. I. & P. Ry. and will take possession March 1. Mr. Potts is of Pawnee City.—O. Vanier, Dubois Grain Co.

Omaha, Neb.—The Kinsella Grain Co. failed to appear before the Interstate Commerce Commission Feb. 12 to push its complaint against the Chicago & Northwestern Ry. for two overcharges on freight amounting to \$60.

Upland, Neb.—Farmers recently held a meeting to raise several thousand dollars to prevent the eltr. being sold to satisfy creditors. The house has been under the control of the Farmers Co-operative Shipping Ass'n of Kansas City.

Springfield, Neb.—Suit has been brot against Dan Bourke by the Geo. A.

Adams Grain Co., of Kansas City, which claims \$671.87 for an overdraft on a shipment of corn grading below contract, the subsequent sale of which at a reduced price was authorized by the defendant.

Roseland, Neb.—J. H. Pope's 6,000-bu. eltr. is not on the track nor on the right of way. The railroad company would not give him a site because he had sold his eltr. to us with agreement not to engage in the grain business again unless he bot our eltr. or that of J. M. Sewell Co.—M. J. Stoetzel, mgr. Roseland Grain & Supply Co.

Omaha, Neb.—Two suits against the Chicago & Northwestern Ry. for damages for refusal to carry grain to New Orleans at tariff rates have been started by the Nye-Schneider-Fowler Co. and the J. H. Hamilton Co., for \$499 and \$412 respectively. The court is asked to restrain the road from demanding such rates in future.

Brock, Neb.—Grain trade is at a standstill on account of the car shortage. Only 4 cars have been received here this month. This is the average number received at all stations in this territory. We have overhauled our eltr. making extensive improvements. The Brock Grain Co. will rebuild its house in the spring.—J. E. McKee, agt., Bartling Grain Co.

Omaha, Neb.—Interstate Commerce Commissioner Clark on Feb. 11 heard the complaint of the Grain Exchange against the Union Pacific for its advance in the rate across the Missouri River bridge from \$2 to \$5 and \$8 per car of grain. The commissioner questioned J. A. Munroe, freight traffic mgr. of the Union Pacific, but heard no oral argument, granting 10 days for the filing of briefs.

NEW ENGLAND.

Middletown, Conn.—Meech & Stoddard will install a Hall Distributor in their eltr.

Essex Junction, Vt.—W. B. Johnson & Son have let the contract for the erection of their feed mill and eltr. 30x40 ft., office and scale room 26x28 ft., and storehouse 100x30 ft. to R. J. Parker and C. W. Barney.

GRAIN DEALERS MUTUAL FIRE INSURANCE CO.

The first regular meeting for organization of the Grain Dealers Mutual Fire Insurance Co. was held Feb. 6 in the committee room of the Boston Chamber of Commerce. Chas. M. Cox served as temporary chairman and Howard A. Crossman as temporary secretary.

The by-laws were read by Dean K. Webster and adopted, article by article. Directors were then elected as follows: Dean K. Webster, Lawrence; Charles M. Cox, Melrose; Milton L. Cushing, Fitchburg; Henry R. Burbeck, North Abington; John S. Nason, Westboro; Charles P. Washburn, Boston; William L. Winslow, Fall River; Benjamin W. Brown, Concord; Howard A. Crossman, Needham; V. M. Bourneuf, Haverhill; James W. Doon, Worcester; Richard E. Pope, Waltham; Willard P. Whittemore, Jamaica Plain; John O. Ellison, Haverhill, and Walter S. Little, Bridgewater.

After adjournment to Feb. 11 the following officers were chosen: Pres., Dean K. Webster; vice pres., Milton L. Cushing; treas., Charles P. Washburn; sec'y, Howard A. Crossman.

The directors will immediately take steps to obtain the number of subscriptions for

insurance required by the Massachusetts statutes, \$1,000,000 of insurance representing 400 separate risks located in the commonwealth; and more than half of the required amount has been secured. The company proposes to cover at least all of the New England states.

NEW JERSEY.

Newark, N. J.—Alpheus Ciphers died Feb. 2 as the result of an operation. Mr. Ciphers was born in 1839 engaging in the grain business here in 1894 afterwards becoming a member of the Board of Trade. He is survived by 4 brothers and a sister.

NEW YORK.

Jamestown, N. Y.—The Jamestown Electric Mills Co. contemplates erecting an eltr.

Little Falls, N. Y.—The Valley Mills Co. incorporated, capital stock \$20,000; incorporators J. I. Zoller, T. J. Zoller, A. Zoller and J. N. Van Allen.

Albany, N. Y.—A demurrage bill has been favorably reported by the railroad committee of the New York senate, and requires cars to be furnished on demand.

Buffalo, N. Y.—Francis Perot's Sons Malting Co., of Philadelphia, Pa., has purchased ground on which it will erect a large malting plant, including a large steel eltr.

Buffalo, N. Y.—The Chamber of Commerce has appointed the following committee: Arbitration, Alexander M. Curtiss, William B. Hoyt, and Charles Kennedy; barley and malt, George J. Meyer, O. G. Spann, C. Abell, Joseph Kam and Henry D. Waters; grain, Henry D. Waters, S. M. Ratcliffe, T. J. Stofor, Charles Kennedy, R. E. Pratt, D. S. Churchill, S. W. Yantis, H. F. Shuttleworth and E. J. Burns.

Buffalo, N. Y.—The Buffalo Grain Co. was given judgment for \$54,000 against the Western Elevating Ass'n, Albert J. Wheeler and the Sowerby Grain Co. for the loss of grain in the collapsed Ontario eltr., by a jury in Justice Marcus' court on Feb. 9. The plaintiff alleged that the eltr. was defectively constructed and not properly maintained, especially as to replacing wornout piles, and at the time of its destruction was overloaded. Employees of the Ontario Eltr. testified that they found charred boards in the grain; but fire department officials stated they saw no fire when the house collapsed. Mr. Sowerby admitted that the Western Elevating Ass'n had never inspected the eltr. The court struck out the testimony of Professor Chas. E. Munroe of Washington that an explosion of barley dust caused the wreck. The trial lasted two weeks. At its conclusion defendant was granted stay of judgment and a new trial. If upheld by the higher courts grain dealers handling the warehouse certificates as well as banks accepting the receipts as security will have greater confidence than ever in the value of such security.

BUFFALO LETTER.

O. A. Bruso, one of the best known of the younger men on 'Change, is credited with being in the lead for the Republican nomination for alderman in his ward.

The car shortage is as bad as ever, with not much prospect of improvement right away. The shippers of all classes are asking what is to be done if there is not some relief afforded before long.

All sorts of feed are strong, but wheat

bran seems to lead, on account of the difficulty of getting shipments through from the west. There is no dependence whatever to be put on the movement of cars.

Riley E. Pratt, who may have been properly called the most persistent of the bachelors on 'Change, was married on the 12th, the bride being Mrs. Christine N. Gorton, at the home of the bride's sister, Mrs. W. Eugene Richmond.

The Electric Milling & Eltr. Co. is making itself solid in the eastern grain market by arranging to give purchasers either Buffalo or New York weights and inspection. This ought to satisfy the most exacting.

The eltr. pool for next year does not appear to make any progress, but the members do not need to be concerned on that account, for nothing is ever done till the lake season is at hand and quite often not even then.

It is understood that the move of the Corn Exchange to cut out private inspection certificates has succeeded and that "Buffalo Inspection" has gone up a notch, on that account. Odd that anyone would be unscrupulous enough to set up his own private grading as the official one of the Exchange.

Work on the new part of the Chamber of Commerce building has now gone so far that every floor of the old part but the lower one has been connected thru to the new, tho not much of the breaking thru of the walls has been rebuilt. The plan is to allow every office holder who is to move to the new part to do so and then go at work on the refitting of the old part.

Canal boatmen are looking on the car shortage as a special dispensation of Providence in their favor. They are not looking after trade yet, but will get up as many grain boats as they can and look for a big season again. They have done well for several seasons and are only sorry that their fleet is not large enough to control the trade, as was once the case. It will at any rate be larger than it has been lately.

A maximum buying and a minimum selling price for grain from day to day, is planned in the Corn Exchange. Certain dealers will send out circulars to their customers, offering grain for a trifle less than the market and when the buyer gets several of these in a day he buys of the lowest. Now if first one and then another adopts this plan the grain is practically all sold under the market. So with the buying the concern that really needs grain on a certain day must pay a good premium on it or go without. A forfeit of \$250 or so is part of the plan, but there are not signers of it enough yet to make it go.

Suit of a Buffalo eltr. against a miller, which is to be tried soon, promises to reopen the vexed shortage question. The miller handled the grain by team, a lot of 36,000 bus. and when it ran short 121 bus. refused to pay the charges. The practice in delivering grain to wagons is to run a quantity over in a side bin and not to weigh it to the wagon again, so the eltr. will maintain that all the grain taken for the miller was delivered. The defense will claim that it was not and will try to show ways in which it may have been more or less diverted to other channels and the question of warehouse responsibility will be fought over once more.—J. C.

NORTH DAKOTA.

Casselton, N. D.—The Chaffee-Miller Milling Co. will erect a 50,000-bu. eltr.

Garrison, N. D.—We have sold our eltr. to the Osborne-McMillan Eltr. Co.—The Robinson & McGray Eltr. Co.

Forest River, N. D.—The Northland Eltr. Co. will rebuild its eltr. burned last fall.—M. D. Neiller, Atlantic Eltr. Co.

Fairmount, N. D.—The Farmers Grain Co. has concluded to quit the grain business.—L. H. Blair, agt. J. K. Elliott & Co.

Rock Lake, N. D.—The Occident Eltr. Co. has purchased the eltr. of the McLaughlin Eltr. Co.—A. L. Tennis, agt., Farmers Grain Co., Ellsberry.

Englevale, N. D.—The Acme Grain Co. has recently purchased an eltr. at Englevale from Hans Sorenson of Lisbon.—M. R. Nelson, trav. supt., Valley City.

Hansboro, N. D.—The Farmers Grain Co. has erected a small house to handle Canadian bonded wheat.—A. L. Tennis, agt., Farmers Grain Co., Ellsberry.

Bismarck, N. D.—Senator Hanna has introduced a bill creating a non-partisan commission to investigate the feasibility of building or buying a terminal eltr.

Bismarck, N. D.—Representative Chapman has introduced a bill creating a state highway commission composed of the governor, the state engineer and the pres. of the agri. college.

Hatton, N. D.—Car situation is just as tight now as ever. Our eltr. was blocked 2/3 of the time from Sept. 11 to Dec. 1, last fall; and now we are blocked again, and this is the latter part of February.—A. A. Lee, agt. Hatton Eltr. Co.

Ross, N. D.—A great many farmers are asking the eltr. companies to furnish them seed grain on credit as they are unable to procure money at the banks by giving mortgages on stock to the extent of \$5 for every dollar asked for.—J. M. Campbell, agt., Victoria Eltr. Co.

Bismarck, N. D.—The grain warehouse license law is amended in a bill recently introduced. The licenses are to expire on Aug. 1 of each odd year, the fee to be \$8 for houses of less than 12,000 bus. capacity, and \$10 for those of over that capacity, except those of 25,000 or over, on which the tax is to be \$12.

Bismarck, N. D.—A reciprocal demurrage bill was introduced in the North Dakota senate Feb. 7 by Strom and Koppel. The bill provides that when railroads are unable for 5 days to furnish cars, thereafter cars must be furnished shippers in proportion to the amount of freight offered. For failure to supply cars within 48 hours the roads are to pay \$5 per car for each 24 hours' delay.

OHIO.

Kings Creek, O.—Woodcock & Beatley will remodel their eltr. in the spring.

Cleveland, O.—Robert E. Gill has been convicted of running a bucket shop.

Lima, O.—Sheets & Paul of Botkins, will erect a large eltr. this spring on the T. & O. C. Ry.

Ashley, O.—C. E. Groce has installed a pneumatic car-loader made by the Mattoon Grain Conveyor Co.

Navarre, O.—James N. Hay, formerly of the Navarre City Mills, has leased a warehouse and will engage in the grain business.

Columbus, O.—The Seeds Grain & Eltr. Co. will install a moisture testing device

similar to that used by the United States Government.

Covington, O.—Cyrus W. Younce has so far been unable to get a site from the railroad for the grain eltr. he contemplates erecting.

Rising Sun, O.—V. M. Bates is having plans and specifications made by Fred Friedline for a grain eltr. and electric lighting and power plant.

Mt. Corey, O.—S. M. Seigler, Levi Falk and Scott Whisler are at the head of a project to build an eltr. on the site of the eltr. burned a year or so ago.

Toledo, O.—R. J. Lent, for many years a grain dealer in this city, died Feb. 12. Mr. Lent has been an invalid for over a year and is survived by 2 daughters.

Columbus, O.—The Peterson & Wright Co., of Akron, incorporated, capital stock \$100,000; incorporators John E. Peterson, Wm. E. Wright, James Becker, John C. Sturer and David Grove.

Cincinnati, O.—The rules of inspection recommended by the uniform grades congress at Chicago in December were adopted by the directors of the Chamber of Commerce Feb. 5, effective July 1, 1907.

Cincinnati, O.—Hearing of the allegations by the Chicago Board of Trade that the Odell Commission Co. had been violating the court injunction against use of the Chicago continuous market quotations, was begun Feb. 11 in the United States court. Atty. Robbins for the Board of Trade said that for weeks the quotations of the O'Dell Co. on corn, wheat and oats differed from the figures of the Board of Trade only by a fourth of a cent or by an eighth of a cent. He argued that so close an approach could only mean that the O'Dell Co. was getting the Board's quotations and was manipulating them.

Basil, O.—The corn contest conducted by D. S. Cook & Co., held in connection with the farmers institute Feb. 18 and 19, was very successful. A large poster advertising this contest was reproduced in the Grain Dealers Journal for Nov. 25, page 600. A letter of regret from J. W. McCord, who was on the program, was read, in which Mr. McCord impressed on the minds of the farmers that the work of the Ohio Grain Dealers Ass'n is not antagonistic or opposed to the interests of the producer of grain. The corn judging, inspection and award of prizes was to have been done by Professor Foord and Mr. McCord, but the place of the latter was filled by Ed Woodrow of Scott & Woodrow, Columbus.

TOLEDO LETTER.

Leipsic, O.—C. W. Franklin contemplates the erection of a 10,000-bu. capacity drier in connection with his grain eltr.

Deshler, O.—J. Scott Rice, formerly with the Southworth-Rice Grain Co., has resigned his position to devote his time to other work. He is succeeded by C. S. Wotham.

Mt. Cory, O.—S. M. Seigler, Levi Folk and Scott Wistler are authority that as soon as the weather permits ground will be broken for a new eltr. in Mt. Cory on the site of the one which burned.

Delphos, O.—Thomas E. Ireton of Van Wert who lost his eltr. some time ago by fire has started action against the Pennsylvania railroad company for nearly \$50,000 damages. He alleges that it was a spark from one of their locomotives that caused the fire.

Toledo, O.—The movement through the

local market because of the car shortage is not up to what it should be. Grain dealers are refusing consignments because of the unsettled condition of the market and the car situation. Eltrs. in Toledo are full to their roofs.—H. S.

OKLAHOMA

Guthrie, Okla.—The constitutional convention on Feb. 18 created a railroad commission to be elected by vote of the people.

The Grain Dealers Ass'n of Oklahoma and Indian Territories will hold its next annual meeting some time in May, about the 22d.

Oklahoma City, Okla.—The old eltr. of the Oklahoma City Mill & Eltr. Co. is being razed to make room for other building improvements.

Binger, Okla.—On Mar. 4 we will let the contract for a 25,000-bu. eltr. at this place, also for a mill house at our up-town plant.—Binger Gin & Grain Co.

Guthrie, Okla.—A law making the operation of a bucket-shop in Oklahoma a felony is proposed. Inmates are to be liable to fine; and the owners of buildings occupied by the shops are to be liable to prosecution.

Hobart, Okla.—The Roosevelt Grain & Eltr. Co., in which the Austin-Dickson Co. is interested, has bot the eltrs. and business of the Linzee-Goodwin Grain Co. located at Clinton, Roosevelt and Arapaho. The last named company will retire from the grain business.

OREGON.

Portland, Ore.—The Pacific Grain Co. has removed its offices from the Chamber of Commerce to the Irving Dock.

PENNSYLVANIA.

Harrisburg, Pa.—The creation of a state railroad commission is recommended by the governor of Pennsylvania.

Pittsburg, Pa.—L. S. McKallip, a member of the Grain & Flour Exchange since its organization, and pres. of the body during the years 1899-1901, died recently.

Harrisburg, Pa.—A bill has been introduced in the legislature to make the railroads liable for loss by fire originating upon the right of way when caused by sparks from engines.

Harrisburg, Pa.—Senator Tustin has introduced a bill for the creation of a state railroad commission of 5 members to be named by the governor, to regulate rates and transportation facilities.

Pittsburg, Pa.—The Pittsburg Grain & Flour Exchange has recently adopted the rules for grading grain as established by the uniform grade congress at Chicago, subject to a provision that similar action is taken by 3/4 of the leading markets. The new grades are to go into effect Aug. 1.

Philadelphia, Pa.—Unquestionably the introduction of dryers and cleaners in our eltrs. has become a necessity, and no shipper will object to paying reasonable charges for the service when his grain arrives out of condition. But when that is done let him have the full benefit of the price then obtainable.—W. Welsh in the Record.

PHILADELPHIA LETTER.

F. M. Conly has been chosen a member of the Commercial Exchange, and

will devote his attention to the flour trade.

Local trade demand for all kinds of grain, as well as feed, hay and straw of the choicest offerings is fairly good, at well sustained values.

The Commercial Exchange is now making a quiet but concerted move toward obtaining a big modern grain eltr. with all of the latest grain drying equipments as an adjunct, the whole to cost nearly \$500,000.

It is now settled that the New York, New Haven & Hartford Railroad will control the Boston & Philadelphia Steamship Co. and this will give this city another leading transportation system to work with, controlling the southern half of the New England business.

The agitation for some time past of securing the Stock Exchange building for a permanent home for the Commercial Exchange in the event of that financial body moving West to Broad street, has received an emphatic check, as it is claimed by the statisticians that to make this change and pay for the telegraphic ticker, and telephone privileges and other advantages now derived from the Bourse, would necessitate a raising of the Commercial Exchange dues from \$30 to \$100 per annum.—S. R. E.

SOUTH DAKOTA.

Mansfield, S. D.—The Atlas Eltr. Co. is building an addition to its eltr.

Pierre, S. D.—A reciprocal demurrage bill has passed both houses of the legislature.

Wetonka, S. D.—The new eltr. of the Pacific Eltr. Co. is in operation and in charge of W. Brearton.

Herrick, S. D.—We are erecting 25,000-bu. eltrs. here at Gregory and at St. Charles, a station with no P. O.—Wm. Krother & Co., Bonsteel.

Ward, S. D.—Frank Ahsenmacher and E. R. Zalesky of the First National Bank of Elkton are prominent in a movement to organize a farmers eltr. company.

Warner, S. D.—A farmers eltr. company with Geo. Haase, pres., C. H. Creed, secy. and C. J. Hogeboom, treas. and \$20,000 capital stock has been organized.

Sioux Falls, S. D.—The state railroad commission has prepared a new schedule of freight rates for the state, making the rate on commodities the same as that of Minnesota, and will again take up the revision on Mar. 28.

Lily, S. D.—Larkin & Thompson's eltr. containing 5,000 bus. of wheat, 3,000 bus. of oats, 1,000 bus. of flax and 1,000 bus. of barley, burned Feb. 5, involving a loss of \$5,000, partly covered by insurance. The fire originated in a defective chimney.

Watertown, S. D.—Railroad traffic is completely paralyzed. This, of course, cannot help but affect the milling business. One line coming in here, has not moved a car of wheat for three weeks. Some 750,000 bus. of wheat are in eltrs. and on track, with no immediate prospect of relief. This is the most severe winter since 1896.—W. H. Stokes, pres. W. H. Stokes Milling Co.

SOUTHEAST.

Charleston, W. Va.—The bill creating a state railroad commission has been killed in the senate.

Montgomery, Ala.—W. D. Stegall and

C. W. Stegall have let the contract for a \$25,000 warehouse 100x250 ft. with capacity of 300 cars to be finished in the late spring. Messrs. Stegall after the completion of the warehouse will erect a grist mill to cost about \$15,000.

TENNESSEE.

Nashville, Tenn.—The anti-bucket-shop bill passed the Tennessee house Feb. 13.

TEXAS.

Goldthwaite, Tex.—J. C. Street has bot the business of J. B. Ferguson.

Temple, Tex.—The warehouse and office of E. B. Greathouse, burned Feb. 4. Loss about \$600.

Denison, Tex.—The Frisco System has given notice that it will discontinue the reconignment of grain on track.

Austin, Tex.—Mr. Jenkins' anti-bucket-shop bill has been favorably reported by the committee on criminal jurisprudence.

McKinney, Tex.—The Doggett Grain Co. has severed its connection with the mill here and is conducting a grain business only.

Crockett, Tex.—A new firm, composed of G. M. Waller and Ben Satterwhite, has engaged in business under the name of the Crockett Grain Co.

Beaumont, Tex.—Boone Kirk, 31 years of age, and formerly of the Josey-Miller Co., died recently at Ft. Worth. Mr. Kirk leaves a wife and 2 children.

Bay City, Tex.—The Bryan-Perry Grain Co. incorporated, capital stock \$10,000; incorporators W. Joel Bryan, S. S. and M. S. Perry and V. L. Letulle.

Dallas, Tex.—The storehouse of the Chenoweth Grain Co. burned recently with contents. The loss on the building is estimated at about \$4,000 and on the contents about \$5,000.

Dennison, Tex.—A barn of the Knaur-Lindsay Grain Co., containing about 4,000 bales of hay, burned recently. The insurance on the building was \$500 and on the contents \$1,000. The fire is thought to be of incendiary origin.

Fort Worth, Tex.—The Board of Trade held a special meeting Feb. 15 to protest against the prospective new rates on grain making the rate higher to Fort Worth than to Gainesville, Ringgold, Whitesboro and other cities north. It is said the proposed adjustment of rates will cut off 75% of the territory which has been tributary to this city.

WASHINGTON.

Waukon, Wash.—The Farmers Independent Grain & Produce Co. incorporated, capital stock \$5,000.

Sunnyside, Wash.—The Farmers Warehouse Co. incorporated, capital stock \$25,000; incorporators Emory Thompson, William Stalhut, A. L. Yakey and Fred Allen.

Edwall, Wash.—The farmers in this vicinity have organized an eltr. company with \$10,000 capital stock and will build an eltr. and warehouse. H. A. Bemis is pres. and Frank Hanlon, secy.

Olympia, Wash.—Senator H. M. Boone of Whitman County has introduced a bill in the legislature, No. 151, making it unlawful to combine to fix the price or limit the production or transportation of any commodity, with especial reference to wheat buyers.

WISCONSIN.

Ashland, Wis.—Hanson Bros. have let the contract for a 12,000-bu. eltr. to the Younglove Construction Co.

Milwaukee, Wis.—W. W. Allis and Fred Wendt, Jr. have been elected to membership in the Chamber of Commerce.

Bloomer, Wis.—The eltr. and mill of the Bloomer Mill Co., burned Feb. 14, with 70,000 bus. of grain. The loss is estimated at \$60,000.

Edgar, Wis.—The Edgar Hay & Grain Co. has sold out to me, and I operate the grain warehouse with feed mill in connection.—A. J. Cherney.

Gillett, Wis.—The Gillett Grain & Produce Co. incorporated, \$5,000; incorporators Fred Bruemmer, Herman Bruemmer and Gustav Roche.

La Crosse, Wis.—W. W. Cargill, pres. of the W. W. Cargill Eltr. Co. of Minneapolis, Minn., has subscribed \$25,000 toward a Y. M. C. A. building here.

Milwaukee, Wis.—The Smith Grain & Feed Co. incorporated, capital stock \$5,000; incorporators F. Carlton Smith, David A. Edgar and Fordyce H. Pothorn.

Milwaukee, Wis.—The Wisconsin Retail Lumber Dealers Ass'n in convention Feb. 21 adopted resolutions favoring national reciprocal demurrage legislation.

Milwaukee, Wis.—Oswald B. Gugler, James E. Morgan, Hubert Karl, Jr., and Henry Wetzel have been recently elected to membership in the Chamber of Commerce.

Superior, Wis.—The Cargill Eltr. Co. is said to contemplate the construction of an eltr., providing the course of the pending grain legislation by the state is favorable.

Maribel (no P. O.), Wis.—The William Rahr's Sons Co. has completed its new eltr. on the C. & N. W. Ry. and placed it in charge of W. R. Kronfrost of Kaukauna.

Madison, Wis.—Weherwein's joint resolution memorializing congress to establish a uniform system of grading and inspection of grain was recently adopted by the assembly.

Milwaukee, Wis.—Action on the proposed amendment to the rules of the Chamber of Commerce changing the system of grain inspection has been postponed by the directors until Mar. 1.

Madison, Wis.—The Wisconsin Railroad Commission has recently given its views on the relation of passenger to freight rates, declaring that low freight rates are more important than low passenger fares.

Superior, Wis.—Gov. Davidson has appointed C. M. McFadden, of Fargo, N. D., a member of the Wisconsin Grain & Warehouse Commission, which consists of 1 member from New York and another from this state.

Milwaukee, Wis.—It is said the American Milling Co., of Philadelphia, has begun suit in the federal court against the Western Grain Products Co. for alleged infringement of patents in the preparation of stock food.

Milwaukee, Wis.—The Chamber of Commerce recently sold 4 memberships at \$200 net to the buyer. During the last 10 months 102 new members have been added to the 'Change and the value of memberships has advanced from \$100 to the present figure.

Gillett, Wis.—A new company to be known as the Gillett Grain & Produce Co.,

has been recently organized by Fred Brummer, Herman Baer, Herman Brummer and others. \$5,000 capital stock has been subscribed and an eltr. and warehouse will be built.

Milwaukee, Wis.—Chas. F. Schroeder, grain buyer for the Pabst Brewing Co., and a member of the Chamber of Commerce, died Feb. 5 at the age of 56 years. Mr. Schroeder's health has been failing for some time but no serious results were anticipated.

Superior, Wis.—Senator Hudnall has introduced a bill in the state legislature prohibiting corporations organized under Wisconsin law from doing business on the Duluth Board of Trade, on account of the alleged rule of the Duluth Board forbidding its members from doing business with members of the Superior Board. This is an attempt to hit at the Duluth Board thru a number of Wisconsin corporations who have no interest in the Superior quarrel. Another bill to strike at the Duluth Board aims to prohibit any railway from permitting the sampling of grain in transit to Superior before arrival at destination. It is not believed that such a law can be enforced.

Madison, Wis.—A reciprocal demurrage bill, No. 55 S, was introduced in the Wisconsin legislature Jan. 30, by Senator Froemming. Upon written application by shipper cars are to be furnished within 4 days, under penalty of \$1 per day, and must be carried forward at the rate of not less than 40 miles per day under penalty of \$1 per day. A shipper or consignee, on whose order a car of less than 60,000 lbs. capacity has been placed for loading or unloading shall have 48 hours free time for loading or unloading and 72 hours free time for loading or unloading a car of 60,000 lbs. or greater capacity. After the expiration of such period for loading or unloading, a demurrage charge of not more than \$1 per car for each day or fraction of a day, may be assessed and collected on all such cars respectively as have not been tendered to the railroad company. No railroad company shall be compelled to furnish cars for future shipments to persons in default of payment of demurrage charges herein provided for until such demurrage charges shall have been paid. When cars are bunched the shipper is allowed additional free time on each car. The bill has been read first and second times and referred to committee on transportation.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Feb. 23, 1907, have been 168,819,851 bus., compared with 187,351,014 bus. for the corresponding period of the preceding season.

Corn receipts for the present crop year have been 122,626,362 bus., compared with 122,080,478 bus. for the corresponding period of 1905-6.

Old grain bags are dutiable according to a recent decision of the general appraisers at Portland, Ore., and can not be classed as paper stock or American goods returned.

A delegation of 31 members of the St. Louis Merchants Exchange recently visited Jefferson City, Mo., to protest against the passage of Senator Avery's bill for the weighing of grain in private elevators by state officials.

Railroad's Liability for Failure to Furnish Equipment.

[From a paper by C. A. Smith, Wellsville, Kan.]

That there is great delay in securing equipment from railroads I will give some examples from my personal experience. I may say that I am General Manager of the Star Grain & Lumber Co., which operates ten grain stations, all on the Santa Fe Railroad.

Order of Oct. 27th, 1905, for two cars at Waverly was filled by cars furnished 26 and 28 days later.

Order of Nov. 14th, 1905, for 5 cars at Agricola was filled by cars furnished 23, 24, 25, 27 and 28 days later.

Order of Nov. 18th, 1905, for three cars, at Princeton, filled by cars supplied 36, 43 and 47 days afterward.

Order of Nov. 22nd, 1905, for 4 cars at Sharpe, was filled by cars furnished 34, 46, 47 and 51 days later. Three of the cars being furnished in January, the export rates on corn had been advanced, and on which we were obliged to pay the higher rates, as a result of the delay.

These are four instances occurring a year ago, each at a different station. They are typical of the situation with us at that time. I may add that the instances just named and others like them are included in the suit for \$1 per day demurrage, and actual damages, which we now have pending in the District Court of Shawnee County.

The situation for the past few months has been even worse than a year ago, as the following instances—only one from each station will show:

Order of Oct. 31st, 1906, for three cars at LeLoup was filled by cars furnished 40, 48 and 49 days afterwards.

Order of Nov. 12th for one car at Halls Summit was filled by a car furnished 52 days later.

Order of Nov. 15th for one car at Agricola was filled after we had waited 34 days for the car.

Order of Nov. 16th for two cars at Waverly was filled by cars furnished 49 and 50 days afterward.

Order of Nov. 19th for ten cars at Wellsville have been filled in part as follows: One car after 21 days; a second car after 23 days, the third car after 47 days, the fourth car after 51 days, two more cars after 53 days, leaving four cars still due us this morning, 65 days since filing the order,—a total delay already on this one order of 508 days. The law gives thirty days free time, making 478 days demurrage due us, or \$478.

And I desire to add that the dates of orders as given are the dates upon which we filed written orders and made a deposit of at least 25% of the freight on the shipments proposed to be made.

Prior to the Fall of 1905, we had at times experienced some trouble in securing equipment desired, but never before had we had any very serious difficulty. In the Fall of 1905, we went ahead with our business as usual, and contracted large quantities of corn from our farmer customers for future delivery to us at the various stations where we are in business. The result: the corn was hauled in and we were obliged to take it from the farmers, pay them for it, pile it up and keep it until it pleased the Railway Company to furnish us cars in which to ship it. We had as much as 15,000 bus. of corn piled out upon the prairie at one little station, besides having our cribs and pens at the place all full. Much of it stayed in that pile two months or more. At other stations we had our elevators and cribs all full and a greater or less quantity stored away on the ground and elsewhere.

This year we took warning from our experience of last year and absolutely refused to buy grain from our customers for future delivery. We told them instead that we would take their grain as they hauled it in so long as we had storage room for it, and that when our storage was filled, we would discontinue taking more, until cars could be secured to ship some and thus enable us to get room to take care of it. The car situation this Fall and Winter has been much worse than last year.

Before going further I desire to make some observations in regard to facilities. We have all heard more or less about shippers not having adequate facilities to handle their business. At the hearing before the Interstate Commerce Commission at Kansas City in December, Mr. M. A. Low, of the Rock Island, was the time trying to show that the car shortage was caused by the shippers and receivers failing to prepare themselves to handle their business. We have handled more business at our stations in other years than we have had offered the past two years, and our

facilities have always been adequate heretofore. If we grant that they are inadequate, what inducement is there for a grain shipper to provide extensive facilities, than he already has? At one of our stations we have cribs and warehouses that will store about 5 or 6 carloads of grain, and we have other facilities in the way of sacks, scales, dump, elevator, etc., for taking care of the grain in business at the station. We have been furnishing continuous market at the station for a number of years.

At the same station there is another party who watches for an opportunity to ship grain, and whenever grain is being offered in carload lots, he gets into the game and goes to shipping also. He has no investment in the business, other than a few scoop shovels. Whenever there is business being done the Railway Co. supplies him with the same number of cars, that it gives us. We usually have our cribs and warehouses full of grain awaiting shipment, but whenever a car is furnished to the place, our neighbor gets his alternate car at all times when he can rustle enough grain to load it, and our grain must remain in storage until such time as he has nothing in sight. Having our storage full, we are not in position to buy more until we can get a car to load. If at that time a farmer can be found desiring to market his grain, the other fellow says, "Here, I'll take your grain," gets it, loads the car, and we sit back and take life easy till another car turns up.

It often happens that our neighbor keeps a car overtime loading, and the Railway Co. has taken note of this fact and has given it as an excuse for not furnishing cars at the station. And this in spite of the fact that we could have loaded the car in question in less than the free time, if only given an opportunity to do so. The facilities one has only add to one's expense account, while the other fellow ships as much, practically without expense or investment. We do get more business at the times of the year when only small lots are offering—we have the privilege of taking them and putting them in store for a month, or two, or even longer, until a carload is accumulated, but I think you will agree that there is little money made in that kind of grain business. We would be better off without facilities for doing business. I repeat, what inducement is there for a shipper who wishes to do a legitimate grain business to add to his facilities?

What losses does a grain shipper sustain by reason of not having equipment furnished promptly as desired? He loses business for reasons of his inability to receive the farmer's grain. At the station I have just been discussing farmers owe us for lumber, coal, and other merchandise. They want to deliver their grain, settle their accounts and get some money to pay their grocery bills, taxes, etc. We are unable to take their grain, so cannot collect their accounts. Some customers on the outer edges of the territory will succeed in disposing of their grain in some other way and we will never get it. We lose on their accounts, and also the profit we might hope to make on their grain.

Insurance costs money—another loss to the shipper, unless he takes his own hazard and stands to lose.

The grain business being conducted on a cash basis forces most shippers to borrow large sums of money whenever a large amount of grain is kept in storage. The shipper pays interest on this borrowed money—another loss.

The lack of equipment forces an elevator man to keep his grain moving from one bin to another in order to keep it in good condition. This is an expense, and another loss, that would be incurred to a less extent under favorable conditions.

Grain taken direct from the threshing, or the corn field, shrinks while in storage awaiting equipment—another loss to the would-be shipper.

Delay in the receipt of cars often forces the movement of shipments on to a higher rate of freight. This was the case in many of our shipments on January 1st, 1906, and will very likely be the case again.

Shippers accept for loading, cars of almost any description as being better than no cars at all. We have loaded slatted stock cars, open cattle cars, carriage cars, refrigerator cars and cars of almost every other description, except flat cars. These cars require additional labor and expense in cooperating them to put them in shape to hold grain. Even then there is more chance for loss and damage in transit than with the well equipped cars which have been furnished. The Railway Companies are presumed to be liable for such losses, but usually it is a tedious task to induce them to settle this class of claims.

The lack of equipment forces a shipper

to market his grain at a disadvantage. Exporters and other grain receivers in making track bids usually offer a premium for early shipment. A shipper cannot get the premium because he has no assurance that he will be able to make prompt shipment. Oftentimes a feeder, or a mill, wants a special shipment. In October we had a request for a car of corn from a feeder located less than 60 miles from us on our railroad system. This feeder was nearly out of corn and wanted the shipment in a hurry—we had the corn and filed an order for a car to load at once, but were unable to get a car to make the shipment for more than a month. In the meantime the feeder had to and did secure a supply of corn elsewhere, and we lost his business. It can readily be seen that a shipper dare not sell anything for quick shipment until after he has the car in his possession loaded. Even then he can ship only to such places, or in such direction, as the railroad company may see fit, and he cannot sell to the best advantage unless it happens to suit the railroad company's pleasure.

Delay in movement of cars results in deterioration of the grain, and causes heavy losses to shippers. This delay also causes heavy losses to exporters on account of demurrage paid to ocean vessels for delaying them.

Railways as common carriers have special rights and privileges, and having such they owe a duty to the shipping public. They should be legally liable for all losses and damages occasioned by delay in furnishing suitable cars to load, for damage caused by unreasonable delays in transit and in switching at terminals—also for exemplary damages known as demurrage, and for a reasonable attorney's fee. Many actual damages sustained are of such a remote and uncertain nature as to be impossible of proof by competent evidence, consequently it is necessary to have exemplary damages payable to the shipper in order that he may receive justice. The small shipper cannot afford to employ attorneys of ability equal to those employed by the railroad companies, and besides, a shipper should not be obliged to spend large sums of money in securing his rights, consequently, the present laws should be amended to give the complainant a reasonable attorney's fee.

What should shippers do? Stand up for your rights and do not be bluffed. The railway companies have in a large measure nullified the shipper's rights by bluffing them. They may refuse to accept your demand of money, make it anyhow, and if the agent refuses to receive it, get witnesses so that you can prove that a legal tender was made. Write out, giving the day and hour, a concise statement of what you have done and have your witnesses sign it so that in the event of a suit they can give positive and definite testimony. If you have made orders and cars are not furnished, keep your money up until they are furnished and insist upon the payment of the demurrage and damages due you. Do not let the railroad talk you into laying down. They have other schemes to bluff us but without much success.

I have found considerable interest manifested in the suit we now have pending against the Santa Fe Ry. Co. We kept track of the demurrage due us on our various orders during the Fall and Winter of 1905 and 1906 and put in claims in the regular way for the same. In addition to the demurrage we asked for the refunding of the additional freight paid by us by reason of the advance in freight rates during the time we were compelled to wait for cars, and some other small items of damage, and we stated that we would waive all other claims for damages if the claims were promptly paid. The railroad company paid us \$94 straight demurrage on two of our claims. They gave us to understand that they would pay all our other demurrage claims as claimed by us, but delayed doing so until the Supreme Court's decision on the Texas Law. They then turned us down, and refuse to consider any demurrage claim further.

This Fall matters were as bad or worse than ever, and we could get no cars. I am not a fighter and do not believe in going to law under any ordinary provocation, but a person is justified in standing up for his rights, and all of us respect the man who does. It was up to some of us to take some action for our self-preservation. We decided we would do something, and on Nov. 23d, 1906, sued the Santa Fe Ry Co., for \$4,473.61. Of this \$2,511.00 is for straight demurrage at \$1.00 per day. The balance is for actual damages such as we feel there can be no question of our ability to prove, such as insurance, interest, decline in the markets, advance in freight rates, etc.

Leakages Decreasing at Cincinnati

The report of the Cincinnati Chamber of Commerce Weighing Bureau for the five last months of 1906 shows a remarkable and encouraging decrease in the number of leakages found in grain cars received in that city as follows:

	Aug.	Sep.	Oct.	Nov.	Dec.
Over grain door	19	11	4	11	12
Through grain door	183	98	75	62	25
Bottom grain door	104	52	36	40	31
End grain door	47	19	12	8	7
Side bar	32	12	7	21	9
End window	7	14	7	8	3
End of car	125	45	65	58	56
King bolt	6	6	13	6	1
Draw bar	33	3	12	13	5
Bulge in door	112	51	42	22	50
Bulged end	3	3
Side of car	16	10	20	20	9
Leaking roof	6	3	2	2	2
Door open	6	6	9
Door post bulged	4	1
No door	1	2	..	3	1
Through floor	20	6	8	10	4

Total leakage723 338 313 284 215

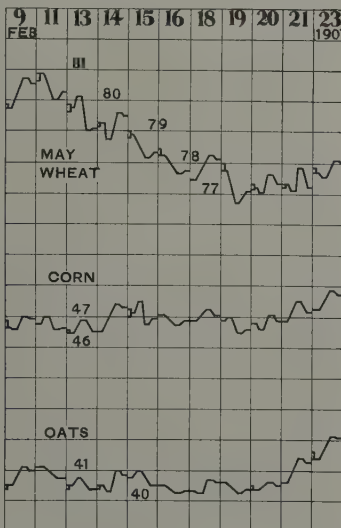
Either the reports of the Bureau have caused the shippers to exercise more care in cooperating cars or else the railroad employees are keeping a vigilant watch for leaks and stopping them before cars reach destination. In both cases the entire trade will be greatly benefited.

It is to be hoped that vigilance will be increased by all identified with the trade until everyone is thoroly posted on car defects and causes of leaks so there will be no excuse for so much grain being wasted along the way to market. When the same careless shipper has received a number of reports of leaks in his shipments he will be forced to seek a remedy and it may be he will discharge several men or rebuke himself before he gets his cars coopered right.

One essential point many shippers seem to overlook is that the larger cars now being forced upon the shipping public require larger and stronger grain doors if the load is to be delivered at destination.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Feb. 25 are given on the chart herewith.



The Minster Machine Company, Minster, Ohio

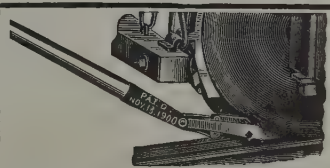
Mfrs. of the Minster Friction Clutch Pulley, Friction Cut Off Couplings, Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

DEAR BROTHER GRAIN DEALER:—

You are doubtless like a great many others who are losing considerable money by reason of leakage of grain in transit. You can curb this loss by using KENNEDY'S CAR-LINER which costs you only \$1.30 per car and saves you many times its cost. More information cheerfully furnished if desired.

Yours truly,

FRED W. KENNEDY,
Shelbyville, Ind.



THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appletton Car-Mover Co.

Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supercedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

When in Trouble

Or when you need an investigation or settlement made, write me or call up Long Distance Phone Harrison 5022.

Misunderstandings arise wherein EXPERT ADVICE and ADJUSTMENT is invaluable.

I am equipped to serve you promptly and intelligently.

The Chicago Daily News, March 22, 1906, said:

"Mr. Hill has had a long experience in adjusting complicated cases for the Board of Trade, and this, together with his comprehensive knowledge of the rules, customs and working principles of the various leading trading organizations, qualifies him to render expert advice and supply information of great value."

JOHN HILL, JR.

MEMBER CHICAGO
BOARD OF TRADE

Board of Trade Building, Chicago

Long Distance Phone Harrison 5022

Consulting and Auditing Expert
Grain, Stocks, Cotton, Investments

A Study in Oats.

This past season the Agronomy Department of the Colorado Agricultural College came into control of sixty acres of very uniform, well laying land, for experimental plat and field nursery breeding work with grain, root, forage and grass crops. The experimental plats were all laid out of uniform size, two rods wide and eight rods long—one-tenth of a measured acre. Here were tested the very best types of each of the crops named above. Each year for three seasons the very best will be chosen from the previous year's tests, with the view of securing the choicest quality and best yielding types for individual selection work in the field nursery. In the nursery individual plants and their progeny are planted and studied, the desirable qualities emphasized and undesirable qualities eliminated by careful plant breeding methods. The yield of straw and grain, the test weight and quality of the fifteen varieties of oats which made the best record the first season on the New Experimental Farm in the order of their rank as follows:

1. Big Four, yield of straw per acre, 4,755 lbs. straw; yield of grain per acre, 4,085 lbs. grain; weight per measured bushel, 41 lbs.; a fine, lump white.
2. Colo. No. 37, yield of straw per acre, 3,166 lbs. straw; yield of grain per acre, 3,915 lbs. grain; weight per measured bushel, 42 lbs.; superior white.
3. Minn. No. 26, yield of straw per acre, 3,720 lbs. straw; yield of grain per acre, 3,835 lbs. grain; weight per measured bushel, 33 lbs.; a clear white.
4. Czar of Russia, yield of straw per acre, 3,050 lbs. straw; yield of grain per acre, 3,760 lbs. grain; weight per measured bushel, 42 lbs.; a fine white.
5. National, yield of straw per acre, 3,200 lbs. straw; yield of grain per acre, 3,590 lbs. grain; weight per measured bushel, 41 lbs.; a good white.
6. White Russian, yield of straw per acre, 3,690 lbs. straw; yield of grain per acre, 3,590 lbs. grain; weight per measured bushel, 38 lbs.; standard white oat of Colorado.
7. White Tartar, yield of straw per acre, 3,570 lbs. straw; yield of grain per acre, 3,570 lbs. grain; weight per measured bushel, 37 lbs.; an even white.
8. Danish, yield of straw per acre, 3,550 lbs. straw; yield of grain per acre, 3,550 lbs. grain; weight per measured bushel, 38 lbs.; a fairly good white oat.
9. Great Dakota, yield of straw per acre, 2,750 lbs. straw; yield of grain per acre, 3,545 lbs. grain; weight per measured bushel, 41 lbs.; a good white.
10. Minn. No. 6, yield of straw per acre, 3,550 lbs. straw; yield of grain per acre, 3,435 lbs. grain; weight per measured bushel, 42 lbs.; a good white.
11. Colo. No. 13, yield of straw per acre, 3,150 lbs. straw; yield of grain per acre, 3,470 lbs. grain; weight per measured bushel, 42 lbs.; an acclimated white Scotch oat.
12. Wis. No. 4, yield of straw per acre, 3,000 lbs. straw; yield of grain per acre, 3,400 lbs. grain; weight per measured bushel, 42 lbs.; a select strain of Swedish oats.
13. Welcome, yield of straw per acre, 3,350 lbs. straw; yield of grain per acre, 3,365 lbs. grain; weight per measured bushel, 41 lbs.; a fairly good white oat.
14. 20th Century, yield of straw per acre, 3,325 lbs. straw; yield of grain per acre, 3,325 lbs. grain; weight per measured bushel, 41 lbs.; a good white.
15. Silver Mine, yield of straw per acre, 2,670 lbs. straw; yield of grain per acre, 3,310 lbs. grain; weight per measured bushel, 41 lbs.; a good white.

This past season we imported the Dalmeny oat from the Dalmeny estate, Edinburgh, Scotland. This oat will do better the second season, since change from a very moist to our dry climate cuts down yields first season. This type of oats is one of the very best white oats tested at this Station, having a reasonably thin hull and a very heavy meat. The yield for the first season was 2,830 lbs. of straw and 30,010 lbs. grain weighing 42 lbs. to the bushel. There is no excuse

for growing any strain of black oats in Colorado. Every strain tested at this station has thicker hulls and shows a lower per cent of meat to hull than white oats and the commercial market quotes a cut of five to ten cents per cwt. on black oats. **GROW WHITE OATS.**

For the higher altitudes we recommend Colo. No. 37, Colo. No. 13, and Wisconsin No. 4. For the "Divide Country," Big Four, which are early maturing and have made a very creditable yield for several years in that region. Abandon all other types. Oats are not well adapted to the more eastern plains region of Colorado. The past few seasons this crop has done fairly well, owing to more than the usual amount of rainfall so timely distributed for this crop. For this region of Colorado, if any type be used, it is suggested a very early maturing type be chosen and that this be seeded as early as the season will permit. Kherison, Big Four and Wis. No. 4 are suggested, the former one being the very earliest of all.

It is always best for all oat growers in a given neighborhood to grow the same type of oats and save "mixing breeds" in the threshing operations. Get a neighborhood type well adapted to its environment which will yield and weigh well and, by selection, keep up the standard of this good oat and seek to discourage the introduction of any other type or strain in the neighborhood.—W. H. Olin, Ft. Collins.

Imports and Exports of Hay.

Imports of hay for the 11 months prior to Dec. 1 have been 62,746 tons, against 38,076 tons for the corresponding months of 1905.

Exports of hay for the 11 months prior to Dec. 1, 1906, have been 61,227 tons, compared with 62,961 tons for the corresponding period of 1905, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Rice.

Rice, rice flour, rice meal and broken rice amounting to 209,153,219 lbs. was imported into the United States last year; compared with 100,544,299 lbs. imported during 1905.

Exports of rice, rice flour, rice meal and broken rice last year amounted to 28,640,032 lbs. of domestic and 9,043,360 lbs. of foreign origin; compared with 103,288,554 lbs. of domestic and 9,888,000 lbs. of foreign growth for 1905, as reported by O. P. Austin, chief of Bureau of Statistics.

Exports of Breadstuffs.

Our exports of breadstuffs for the 7 months prior to Feb. 1 included 54,128,304 bus. of wheat, 36,714,217 bus. of corn, 3,247,760 bus. of oats, 229,159 bus. of rye, 6,549,542 bus. of barley and 8,705,415 bbls. of wheat flour; compared with 24,251,686 bus. of wheat, 70,258,774 bus. of corn, 28,862,834 bus. of oats, 568,717 bus. of rye, 10,849,777 bus. of barley and 8,495,405 bbls. of wheat flour for the corresponding months of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

For January a decrease is shown in the exports of all grains, except wheat, of which 6,102,882 bus. was exported, against 4,281,176 bus. for January last year.

Railroad Legislation Needed in Kansas.

[From a paper by F. E. Bonebrake, Osage City, Kansas.]

Dealers have this past year gone thru trials and difficulties resulting in heavy losses, which should make us agree as shippers that something must be done for our relief, or our investment in this line of business won't be worth much another year. As I see it, we want legislation that will be the means of furnishing us cars, with less delay, and when furnished and loaded to see that they go forward without unreasonable delay.

Now I fully realize that some of these points are covered by the present laws, but in the case of reciprocal demurrage, state inspection and powers of the board, the laws have been declared unconstitutional or else the powers to compel obedience to them are not sufficient.

In the matter of more cars, I cannot see where any injustice will be done the railroad companies by attaching penalties, as we have all seen repeated statements from the railroad officials that their equipment is not sufficient either in cars or locomotives to handle the business offered them, and in most cases the evidence shows it has been caused by the efforts of the executive boards to keep down expenses and pay large dividends on watered stock. Also the lax rules governing the interchange of cars between the different roads. It is true that they are now said to be freely ordering new equipment, but this neglect has cost most of us pretty heavy losses. I know in my own case that I handled but one-third the business this past fall that I did the year previous and the cars were short then also. Yet the amount offered was fully equal.

The delays in moving cars to destination seem inexcusable, as an example I had one car of corn shipped to Garden City, Kan., and it took forty days to go thru. Several others were equally slow. Should we not have some recourse in such cases. It does seem necessary that some penalty should be exacted from the railroads for these delays in furnishing cars and failure to move them at a reasonable rate when loaded, as they almost always result in heavy losses to the shipper, and he is helpless to overcome it. I believe if the railroad officials knew that the law would exact a penalty in such cases many of these difficulties would be overcome.

As to reasonable and uniform rates: The Interstate Commerce Commission has taken this matter up on interstate business and has found many injustices being done, and our own laws for business with the state should be made to accord with them. For instance we know that cars have been more plentiful on the same road at competitive points than at non-competitive points. In fact I have been told by shippers at competitive points that they have experienced but little delay in getting cars this winter. If our present law is not sufficient it should be strengthened.

The state weighing and inspection department I consider fully worth all its costs and think the law should be re-enacted. The it might be well at terminal points to make it optional with the shipper as to what weights he will receive and so specify in making shipment.

The deficiencies in the powers granted our state board have come to light during the year just passed, and I understand that our able attorney for the board has suggested to our legislature amendments which will be introduced, and I trust enacted into law, at the present session of the legislature. Especially as to funds for a rate clerk and money with which to push and investigate cases.

Reciprocal Demurrage: It certainly looks just, if we as shippers have to pay demurrage for neglect or accident in failing to unload cars in the proper time, that the railroads themselves should suffer a like penalty, as the delay causes us losses of business and damages as well. And unless they can show just and reasonable cause in the eyes of the law they should suffer a penalty for their delay and damages as well.

The work of our Interstate Commerce Commission under the new laws are certainly to be commended and they ask the present Congress to further strengthen the existing laws.

Our State Legislature should be careful not to pass any laws that will conflict in any way and thus nullify state laws so much needed. The best attorneys should be consulted in the drafting of these laws

that no so-called "joker" may be run in with the resulting defeat of the people's will, as I understand has been done in some of the recent laws.

Statistics show that for the month of November last the grain and flour trade have been discriminated against as it showed according to Dunn's report an 18 per cent decrease in tonnage. Most of us have had this fact made apparent by seeing empty cars go by our elevators, being sent to terminals to relieve the congestion there in other lines, when the elevators were crowded to their fullest capacity.

Terminal Facilities: The railroads should be compelled to increase their terminal facilities. According to a newspaper report there were over six hundred loaded cars on the tracks at Kansas City at one time, because of lack of terminal facilities to get them to the places to be unloaded. For years the several railroads running into Kansas City have been discussing a new union depot and additional facilities so much needed there. But because some roads want them in one section and some in another nothing has been done. Kansas can furnish abundance of room for the needed improvements and from Kansas comes the larger part of the business done at Kansas City, Mo.

Railroad Oppression: I am not in favor of any measure that will unjustly oppress the railroads, as they are our best friends and they are entitled to fair earnings on actual capital invested. The State and Legislature have granted to these railroads certain authority and rights not granted to individuals, and when they accept their charters from the State and get the benefits of legislation they assume the moral and legal obligation to perform their duties under such laws and legislature. And it is the duty of our Board of Railroad Commissioners to see that it is done, when conditions arise like the present, when business is almost paralyzed in many lines by the car shortage.

Imports and Exports of Beans.

Beans and dried peas amounting to 458,209 bus. was imported into the United States last year; compared with 461,891 bus. for 1905.

Exports of beans and dried peas amounted to 427,350 bus. of domestic and 60,903 bus. of foreign origin during last year; compared with 420,460 bus. of domestic and 47,632 bus. of foreign growth for 1905, as reported by O. P. Austin, chief of the bureau of Statistics.

Exports of Glucose, Corn Oil and Cake.

Glucose amounting to 174,114,567 lbs. was exported last year; against 175,526,797 lbs. for the corresponding months of 1905.

Corn oil amounting to 3,657,385 galls. was exported during 1906; compared with 3,347,827 galls. exported during 1905.

Corn oil cake amounting to 52,809,725 lbs. was exported during the year; against 604,451,483 lbs. exported during the year 1905, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports.

Buckwheat amounting to 410,673 bus. was exported during 1906, against 582,932 bus. for 1905.

Broomcorn valued at \$252,435 was exported during the past year; against \$232,023 worth during 1905.

Malt amounting to 633,504 bus. was exported during the year; compared with 701,726 bus. during 1905.

Linseed oil cake amounting to 749,218,046 lbs. was exported during the year 1906; compared with 604,454,483 lbs. exported during 1905, as reported by O. P. Austin, chief of the Bureau of Statistics.

Apparent Errors Must Be Corrected Promptly.

C. L. Moss, Dallas, Texas,
vs.

Antle-Linley Grain Co., Atchison, Kans.

In the above entitled action, the plaintiff (Moss) telegraphed the defendants (Antle-Linley) requesting them to quote prices on certain kinds of grain, and asking defendants to answer by telegraph.

In doing this, the plaintiff constituted and appointed the telegraph company his agent, not only to transmit and deliver his request for quotations, but also to receive and deliver defendant's reply.

This agent, the telegraph company, rendered proper and efficient service in the transmission and delivery of the request and quotation, which quotation was evidently satisfactory, because plaintiff at once and thru the same agency, requested defendants to ship two thousand bus., using the cipher word "Absconded" to represent the quantity desired, but in this message, sent by plaintiff, the said agent of the plaintiff made an error in its transmission, and misspelled the cipher word representing the quantity desired, so that it read "Abscond" which the defendants supposed was intended for the word "Abscond" (meaning 1,000 bus.), and said defendants promptly booked, confirmed and shipped the said 1,000 bus. while plaintiff entered and confirmed the transaction at 2,000 bus. as per telegram which he had written and delivered to his transmitting agent, the telegraph company.

When defendants received plaintiff's confirmation for 2,000 bus. said defendants disregarded it, nor did they communicate with plaintiff about it.

When plaintiff received the defendant's confirmation, he, too disregarded the 1,000 bus. difference between these confirmations, and made no reference to it until nineteen days afterwards at which time the market had advanced two cents per bus., which plaintiff now asks defendants to make good.

It is a rule of law that the minds of both parties must meet before any contract can take place; it is also a rule of law that a party who constitutes another individual, corporation or firm as his agent, is liable for the errors and actions of such agent (see supreme court decisions from any states). While this committee cannot uphold the negligence and carelessness of either plaintiff or defendant in failing to call the other's attention to an apparent error in the confirmations, even as a matter of business courtesy; the error occurred in the plaintiff's telegram, and inasmuch as he was equally negligent in making any correction of this error, and made no subsequent demand for the extra 1,000 bus. until fourteen days after the time of shipment prescribed in his telegram had expired, it is the opinion of this committee that through this negligence, plaintiff forfeited all rights which he originally may have had under the contract, and that the defendants are not therefore liable to the plaintiff in this case, the opinion of the secretary of the Texas Ass'n to the contrary notwithstanding; award is therefore made in favor of the defendants, and against the plaintiff, and all costs are assessed against said plaintiff.

Witness our hand this 22nd day of January, 1907.

A. H. Bennett.
Perry N. Allin,
L. Noel.

Arbitration Committee of the Kansas Grain Dealers Ass'n.



Cover's Dust Protector
Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COOVER
124 Perley St., South Bend, Ind.

THE NEW ERA MAN LIFT



The original and only successful and reliable machine on the market. The very best money can buy.

The NEW ERA is the Safe Kind

More of these machines sold than all other warehouse elevators combined. *This proves their worth. Time and Labor Savers.*

BUY ONLY THE NEW ERA.

Write us for further information
Sidney Elevator Mfg. Co.
SIDNEY, OHIO

Liability, Accident & Credit INSURANCE

London Guarantee and Accident Co.
Limited

Head Office, Chicago, Ill.

The F. R. Morris Grain Drier

When figuring on a grain drier don't forget to send for my catalogue. When received read the testimonials of the actual users. Then write any or all of them. I am contented to abide by what they will tell you, as every one now using the Morris Drier, have made a thorough investigation of all the driers on the market and have taken my drier in preference over all others.

F. R. MORRIS
51 Chamber of Commerce, MILWAUKEE, WIS.

Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00

GRAIN DEALERS JOURNAL
255 La Salle Street
CHICAGO - ILLINOIS

Supply Trade

F. O. Baldwin is the new Chicago manager of the Durable Wire Rope Co.

The Gould Co. will move into its new building on Ohio and Franklin streets, Chicago, Mar. 1.

The Acme Rubber Co., Chicago, is the present name of what was formerly the Eureka Rubber Co.

L. S. Nachman is the Chicago Agent for the Foos Gas Engine Company, succeeding J. R. Detweiler.

H. E. Furnass has succeeded E. Kuehne, who was for thirty years a salesman for B. F. Gump Co.

The McIlroy Belting Co. is moving into the Morley Bros. Building, Chicago, and will occupy the entire second floor.

A poor workman quarrels with his tools and a poor salesman negatives the advertising of his house.—*Mahin Messenger*.

Doing to-day just what he did yesterday—and this year just what he did last—dead to the opportunities around him; he rests and rusts—the self-satisfied worker.

The Foos Gas Engine Co. reports a great increase in the demand for gasoline engines and has been forced to run its factory at night in order to supply the demand.

The Atlas Belting Co. is installing a large amount of new machinery in its factory and expects within 60 days to be able to turn out five times as much belting as heretofore.

The millwright, mill-supply and mill and eltr. machinery business of the late Chas. H. Fairchild has been taken over by the Honeoye Falls Mfg. Co. His family still retains a large interest in the company.

The Chicago Belting Co. recently sold to the Allis-Chalmers Co. for use on the Pacific coast what is said to be the largest leather belt ever made. It was 84 inches wide, three ply thickness and one hundred twelve feet long.

A joist hanger is now being supplied to the trade by the Charles Mulvey Manufacturing Co. which is machinery bent while hot, and is said to have none of the defects of stirrups that are bent while cold, and is not so liable to crack or break.

P. H. Pelkey has brot suit against the A. T. & S. Fe Co. in the district court of Kansas for alleged damages in delaying a shipment of elevator supplies from Wichita to Knox City, Okla. He asks the court for a judgment amounting to \$400 and costs of the suit.

The American Machinery and Construction Co. is successor to the business formerly conducted by Fred Grotenrath. The company has been incorporated and moved into larger quarters. The continued growth of the business made it necessary to move into a more commodious store.

Rubber and cotton belting has increased 10 and 20 per cent in price in the last year. The increase is due not only to the higher price of the raw material but to the demands of labor as well. Dealers who have need of belting will accordingly have to pay at least 15 per cent more for it than they did last year.

The American Grain Meter Co. at its annual meeting in Springfield Feb. 5 elected the following officers: Pres., B. H. Winters; vice pres., Randolph Coleman; directors, F. C. Johnson, W. S. Kidder and H. C. Bowlsus.

Where a conditional sale of a gasoline engine reserved title in the seller until the price was paid, notwithstanding the buyer was permitted to install the same in a mill which he had purchased on credit from defendant, the Court of Appeals of New York in the recent case of Davis v. Bliss held that the seller's rights under the conditional sale contract were not affected by a provision in defendant's contract for the sale of the realty that all improvements, repairs, or machinery placed upon the premises should become a part of the realty and should not be removed without the vendor's consent.

In all my trade paper advertising, writes F. E. Coleman, in the *Selling Magazine*, I endeavor to supplement my paid announcement with carefully prepared material for the news columns of the papers. These articles, however, are distinct from the ordinary "write-ups." I never raise any question as to their use in making my advertising contracts. In fact I never ask for, nor would I accept any offer of "free write-ups" as an inducement for taking advertising space. I insist that nothing which is printed is of value to the advertiser unless it interests the reader, and if it would interest his readers, a competent and independent editor would print it whether it came from an advertiser or someone else. If the matter offered would not be interesting from a news point, a good editor, free from improper control by the business office, would refuse to print it, no matter how large an advertiser it came from.

A sunny southern maid of luxuriant beauty is pictured in fotogravure, of the up-to-date post card style, on the calendar sent out to the trade by the Suffolk Feed & Fuel Co., of Suffolk, Va.

Pres. Roosevelt on Feb. 2 assured Representative Hill of Connecticut that he would use his influence to secure an early vote on the bill providing for easier conditions for the manufacture of free denatured alcohol.

Grain markets need fresh attractions. Bad business stirs up bad blood. Chicago Board was unhappy before their recent election. We sincerely hope they will now get together and all pull for the general welfare of the trade. The big show affects all the smaller side shows, like Toledo. Markets all need a press bureau and better advertising. Many eastern papers ignore the grain markets. Progress.—C. A. King & Co.

The American is a speculative animal and has to keep busy at something all the time. Speculation has died out in cotton and is getting to be nothing but a liquidating game in stocks. It is my opinion that the speculator will turn his attention to grains the minute he discovers an incentive. In fact, the advance guard of the speculative contingent has begun to experiment with the grain market already. Out of purchases of about 500,000 bus. of wheat that were made by us on one day there was not a single lot aggregating over 50,000 bus. Most of the purchases were much smaller and came from a widely scattered territory.—W. H. Bartlett, of Bartlett, Frazier & Carrington.

A Satisfactory Grinder.

A business that has been conducted for almost a score of years, and every season shows an increase in its sales and output certainly must be satisfying its patrons. A firm that advertises a machine constructed on wrong principles will disappear in the course of time like the pastoral Arab, but a machine that is well advertised and constructed on right principles will bring success to the firm behind it, just as the Bowsher Mills have to the N. P. Bowsher Co.

Perhaps every grain dealer with a mill



in his elevator has at some time heard the ominous roar of the burrs or the grinders when they run dry, and has bolted into spouts and obstacles of various sorts in the endeavor to reach the spark producing mill. When a mill was made with conical shaped grinders that could be allowed to run empty without danger it was welcomed by the trade.

This same fundamental principle of the Bowsher mill that allows it to run empty without danger also affords a large area for grinding purposes, while at the same time the work is done near the center of the shaft. This makes the mill an economical one. It is said to take less power to run a mill constructed on the conical plan and a maximum output is secured with a minimum amount of power.

Machines constructed on the "clap-trap" plan are fastly being relegated to the scrap heap for competition is stronger than ever before, prices are higher and it behooves the dealer who buys machinery and pays out his "good" money, to get the best there is.

I have bought grain for 23 years, and wish more of the boys would take your journal, as the Grain Dealers Journal has lots of interesting news from the different states and valuable information for any grain buyer.—E. Blankenburg, of E. Blankenburg & Co., Henry, S. D.

An Endless Belt Manlift.

A machine that has satisfactorily stood the test of time, and is no longer a luxury but a necessity in the elevator, is Humphrey's manlift. It is very simple in construction as shown in the accompanying illustration. The elevator consists of a 12-inch rubber belt, driven at the top by a worm gear, to which carrying platforms are attached at intervals of about twenty feet. These platforms travel round on the belt the same as buckets on an elevator belt. There is a shifting device for starting and stopping the elevator at any point, and an attachment at



the top that automatically stops the elevator if a passenger neglects to dismount at the turn over the pulley. The elevator is run slowly and the automatic stop practically eliminates all danger of use.

Such an elevator is not only a time saver, since there is no waiting to go either up or down; in fact workmen can go both up and down without interfering with one another. Its use greatly reduces the fire hazard, as employees who have an elevator to lift them up to the cupola will watch bearings more carefully than they would if they had to walk up a few flights of stairs.

Demands for such a machine come from all over the world. A recent circular sent out by Mr. Humphrey shows that the elevators are used in every milling state in the Union. We are advised that a number of them are used in Canada, England, South America, and China and many of them are in grain elevators.

Elevator Belting.

Elevator belting is about the cheapest kind of belting made, and is usually manufactured of cotton duck, or a mixture of ducking and rubber. Owing to the present high price of leather and rubber the demand for cotton belting is constantly increasing.

A good belt should be water, heat, acid, mildew, ammonia, and oil proof. It should not be affected by electricity and should possess adhesive qualities. For the sake of economy and results it should not be run over 4,500 ft. per minute.

A cotton belt has just been placed on the market, which is composed of two layers of woven belting cemented tightly together. The doubling of the belting increases its strength about one-third and eliminates the possibility of stretching, which is very important as many elevator managers, who have labored with stretching belts in damp weather, can testify. The belting is waterproof, pliable and easily handled.

In the so-called rubber belts, cotton duck is the basis of strength. In order to stand the wear and tear to which it is submitted, the strength of the warp, and the rubber filling must bear a proper proportionate relation to each other. Otherwise the rubber will soon peel off and the belt becomes useless. The twist of the yarn, tensile strength, and flexibility are always carefully considered in the manufacture of this belting. Between the plies of cotton duck a rubber compound is used to hold the canvas together. When the belt is of sufficient thickness a rubber cover is put on it, and it is vulcanized by submitting it to a heat test under pressure.

Another method in the manufacture of belting is to stitch the different plies of ducking together, and then immerse them in a vat of liquid rubber until they are thoroughly saturated. The belting is then ready for use as soon as it is stretched, and pressed between steel rolls heated to 120 degrees Fahrenheit.

There seems to be an awakened interest among elevator men at the present time in belting, on account of the oft repeated advances in price, and while the disposition has been to trade with the local supply office, they have begun to frequent the offices of the belting manufacturers in hope of finding something better suited to their needs at a reasonable price.

Oat receipts are too light for premature anxiety about a low price. For all that, I would watch closely to find out where the producers draw the line between the grain and the money it represents. The price represents some scarcity, but there is no evidence that great scarcity really exists.—E. W. Wagner.

It has been surmised that the prices of corn and cattle fluctuate together. When corn is high priced it is believed that steers are usually the same. A glance at December quotations for the last ten years reveals a different story. In 1895 corn was worth from 24c to 27c, while steers brought \$5.00 per cwt. In 1903 corn sold for 42c to 44c per bu., while steers were worth only \$5.80 per cwt. In Dec., 1906, corn sold for 44c to 45c, while steers were worth \$7.40, and in 1901 when steers brought only \$7.25 per cwt. corn was selling for 62c to 67c per bu.

**DO YOU USE
SAMPLE ENVELOPES?
Try Us!
SECURITY ENVELOPE CO.
MINNEAPOLIS, MINN.**

TYDEN CAR SEALS

bear the shipper's name and are numbered consecutively. Can not be duplicated or tampered with without detection. Each seal self locking. Apply your own seals, keep a record of the number and demand a report of the seals upon arrival at destination, you are then protected against stealing and your claims will receive proper attention. Cost about 1/4c per car, \$3.50 per 1000. Sample free.



**International
Seal & Lock Co.**

CHAS. J. WEBB,
Gen'l Sales Agt.

617 Railway
Exchange Building
CHICAGO

FARMERSVILLE MILL & LIGHT CO.
Farmersville, Texas, 2-2, 1907.
Edward R. Taylor, Penn Yan, N. Y.

Dear Sir:—Please find B/L for three empty drums returned to you today, for which please give us credit.

We wish to state that we used the three drums (300 lbs.) in one large steel tank which had in it 19,000 bushels of wheat which was so full of weevil that it looked as though they would eat it up in spite of all we could do in the way of shifting; after using this fuma we were unable to find any weevil at all except in about 1,000 bushels at the bottom of the bin.

Yours truly,

Farmersville Mill & Light Co.
E. W. Stewart, Mgr

Send for Printed Matter

EDWARD R. TAYLOR
Manufacturing Chemist PENN YAN, N. Y.

COAL
—FOR—
Dealers
IS OUR SPECIALTY

Genuine Plymouth
Mt. Pelee 4-inch lump
Ideal Brazil Block
Silver Leaf Hocking
Smokeless, "any size"

ORDERS FILLED PROMPTLY
WRITE US

**Ohio & Michigan
Coal Co.**

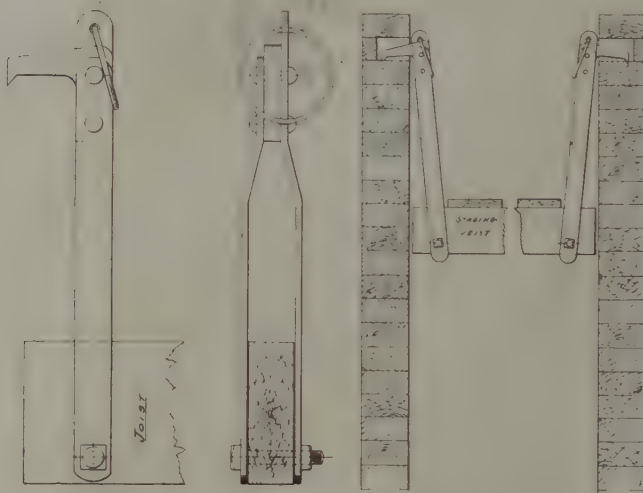
MAIN OFFICE
DETROIT, MICHIGAN

Seeley Staging Hook.

A clever device for supporting elevator bin stagings, which was put on the market last season by Moulton & Evans, is the invention of M. F. Seeley and has been patented in the U. S. and Canada.

The old methods of building stagings have been crude and have caused many accidents and much loss of life thru rotten and defective wooden lugs and cleats. Most of the staging accidents in the elevator construction could have been avoided by the use of such a device as is presented in the Seeley Staging Hook.

In addition to the advantage of safety the use of the Seeley Staging Hook will



Hook for Hanging Staging from Cribbed Bin Walls.

materially reduce the cost of labor in the construction of the cribbing for grain elevators on account of the convenience with which the staging may be raised to higher levels as the work progresses, thus saving time of the workmen required in the old methods for building new supports for the staging at intervals of about four feet in height. The saving in the material used for staging supports is also considerable in these days of high priced lumber.

In a series of tests made during the past season to determine the saving in labor by the use of the Seeley Staging hooks the result showed that the labor on cribbing averaged about 60 cents per thousand feet less, in elevators where the new device was used as compared with the old methods of staging.

The construction and method of application of the staging hook is shown in the accompanying illustration. Each joist in the staging construction is provided with a staging hook at each end which supports same. The hook is hung in a small notch provided in the cribbing as shown in cut. The convenience which the staging may be raised by this system permits the more frequent raising of same and thus the workmen are always kept within range of their work.

A corner in grain isn't necessarily on the square.

Grain Carriers

The rivers and harbors bill passed the senate Feb. 20.

Ice in Duluth harbor is 36 inches thick where last year it was 17 inches thick.

Fines of \$15,000 for rebating were paid at Toledo, O., Feb. 19, by the Ann Arbor Ry.

Surveys will be made by the Missouri Pacific from McPherson to Gypsum City, Kan.

Vessels at Chicago are loading dried

ies of railway economics, having as their basis the principle that the rate on the finished product should be higher than on the raw material.

Work will begin soon on the extensions of the Cincinnati, Bluffton & Chicago from Bluffton 23 mi. to Huntington, and from Portland 20 mi. to Union City, Ind.

Pres. Roosevelt contemplates making a number of speeches the coming summer and fall in favor of a law to check over-capitalization and watering of railroad stocks.

Freight claim agents to the number of more than 300 met in convention Jan. 30 at Cincinnati. Grain shippers whose claims have been delayed in settlement hope that the convention has suggested quicker methods of adjustment.

A. B. Stickney, pres. of the Chicago Great Western, frankly admitted to the Minnesota legislature that he had sold watered stock; providing an argument for those who would limit freight rates to what is required for a dividend on actual investment.

The contemplated improvements of the channels connecting Lakes Erie and Huron may be stopped by the Sanitary District of Chicago, which is investigating the probable lowering of the Lake Michigan level 1 foot in consequence of the greater freedom of flow from Lake Huron.

Earnings of the Great Northern Railroad for the month of January dropped \$1,100,000, and are 30 per cent less than those of January, 1906. Shippers have provided the road with an abundance of paying traffic, but the company has not been able to move the freight owing to mismanagement.

It is said the railroads of the entire country plan an advance in freight rates by changing many commodity to class rates. The stocks of some lines have been so watered that present dividends cannot be maintained if the tracks and cars are kept up or made adequate to the growing traffic.

On an issue as to reasonable rates for the carriage of goods over a particular division, evidence of thru rates and the division thereof was admissible, is a late decision by the Supreme Court of Arkansas in the suit of the H. L. Halliday Milling Co. against the Louisiana & N. W. R. Co., reported in 98 S. W. 374.

An advance of 1½c per 100 lbs. on grain and grain products from Missouri river points to Chicago, St. Louis and Mississippi river points will become effective Apr. 1. From Missouri river points to St. Louis the new rate will be 9c on wheat and 8c on corn, to Chicago 12 and 11c, to Peoria, 10½ and 9½c.

Reciprocal demurrage is not a punishment for past misdeeds. It is a gentle persuader toward honest methods of railway management in future. The shipper does not want the penalty to enrich himself. But somewhere there should be found on the railroads' annual reports a statement to stockholders, "We paid a large sum to shippers thru our neglect to provide cars."

"No fuel, oil, flour or merchandise has been hauled to Kathryn, N. D., from Jan. 1 to Feb. 18," is the appeal by the merchants of the town to the governor and the Interstate Commerce Commission. The three elevators are full and 16 carloads of grain have been on the side tracks for nearly two months. The merchants have in transit goods which when

corn to go out at the opening of navigation.

Grading has begun on the 18-mile extension of the Omaha road from New Castle, Neb.

The Atlantic Northern & Southern is to build a line from Manning thru Atlantic to Villisca, Ia.

Write your congressman urging him to support Madden's reciprocal demurrage bill, No. 23,558.

Secrecy of traffic ass'n meetings is attacked by a Chicago commercial ass'n, demanding that the session be open to the public and shippers.

Construction is to begin March 1 of the 45 mi. of line between Lawton, Okla., and Wichita Falls, Tex., for the Lawton, Wichita Falls & Northwestern.

The Great Northern Railroad was indicted by the federal grand jury Feb. 19 on the charge of having granted rebates to the American Sugar Refining Co.

Twenty-six miles of freight cars are crowded into the yards at Springfield, Mass., with the result that traffic at that point is fairly paralyzed.—E. B. Boyd.

At too many stations in the west the grain business is dead because the feeders take all the grain. The railroads assist the feeder to put the grain shipper out of business by carrying cattle at a lower rate per pound than grain. This unfair discrimination is contrary to all theor-

received will be dead stock for the next 8 months. The business men charge that the Northern Pacific has not put forth its best efforts in opening this branch of the road.

The Freight Claim Agents' Ass'n has directed Pres. R. Kirkland to appoint a committee of 9 to report at the annual meeting of the Ass'n at Denver, June 9, on a plan for the settlement of freight claims between railways more promptly. This movement will be hailed with joy by the shippers, since if the roads pay claims promptly to one another they may be expected to do as much for their patrons.

I shall institute a suit in the United States court against the roads that have been using our cars illegally. I will bring the suit either for an accounting of the profit accruing to these roads from the use of our cars or for damages for the loss in business to us because our cars were not redelivered in a reasonable time, said Judson Harmon, receiver of the Pere Marquette and C., H. & D. Railroads, recently.

Inform your congressman that if he wishes to get into the band wagon he will land there with both feet by active support of a reciprocal demurrage measure such as Madden's bill No. 23,558. The movement has been taken up vigorously in the different states, and such a measure will be enacted eventually by the federal government. Your congressman will gain popularity with all classes of citizens by championing reciprocal demurrage.

George D. Henry's suit against the Rock Island Ry., which was to have been heard before the Interstate Commerce Commission at Cedar Rapids, Ia., was settled by the company rather than have a ruling by the commission. Mr. Henry's claim was for overcharges on shipments of corn from Iowa to Kansas. Mr. Henry is a doughty fighter and hires his lawyer by the year. He is one grain dealer for whom the claim agent of the railroad has no terrors.

The Indiana Car Service Ass'n has admitted that during the year only 5 per cent of the cars loaded and unloaded in its territory were held beyond the free time, which is 48 hours. The average time consumed in loading and unloading all of the cars handled was less than 24 hours. This should be a sufficient answer to the plea of the railroads that there would be no car shortage if shippers and consignees would handle cars more promptly.

Shrinkage of grain in transit, for which railroad claim agents have been deducting 1/2 of 1 per cent from claims for shortage or loss, is being investigated by claim agents at Kansas City at the instigation of H. G. Wilson, traffic manager of the Kansas City Board of Trade. The natural shrinkage is less than 100 lbs. per car. The committee of claim agents is expected to report in two months. Many shippers deny the right of the roads to make any deduction whatever for shrinkage.

Regulations governing the filing of tariffs were promulgated recently by the Interstate Commerce Commission, effective Mar 1. A change in a tariff is to be known as an amendment. Carriers shall publish, post and file separate tariffs containing in plain and special forms and terms all the terminal charges and allowances, together with all charges and rules which in any way increase or decrease the amount to be paid on any shipment

as stated in the regular tariff. If a carrier refuses to participate in through or joint rates to or from its territory, the commission will give early hearing on complaints against such action and render a decision under the law, which confers authority to establish through routes and joint rates. Such complaining carriers may use such through rates over the lines of the objecting carrier or carriers as may have been lawfully published, pending a decision by the commission.

The \$1 per day demurrage was declared unreasonable recently by Judge Heisley of the Supreme Court of New Jersey in the suit by the Erie Railroad against a lumber company for \$200. Defendant showed that the railroads (then) paid only 20 cents per day to other companies for cars; and the railroad showed that cars earned \$2.84 each day when utilized to fullest capacity. The decision is a defeat for the 21 roads composing the car service ass'n of New York and New Jersey.

One of the serious handicaps under which American railroads labor is the instability of the tenure of office. All of us have known officials who refrain from doing some important work, for the reason that comparison of expense for work done the preceding year would cause unfavorable comment. The result is that we do most of our railroading in the past instead of in the future. Under present methods of operation on many railroads, when some needed reform is proposed, the question is not usually asked as to the necessity at the present time or for the future, but why it is needed now, inasmuch as it was not needed last year or the year before. If railroad officials could be given a stated tenure of office, there would be a remarkable improvement in the operation of railroading properties. Changes are entirely too frequent; commenced by the directors in the executive department, they travel all the way down the line.—C. C. Riley, supt. of transportation of the Erie Railroad, before the Traffic Club of New York.

The Crop-Killer is still in his lair so it's too early for a crop report. Wait until the sun warms up the south side of the store buildings where there is a soft pine box and then you can get crop reports without asking for them.—F. P. Hawthorne, McPherson, Kan.

Telegraph companies have raised rates. That is on the poor grain trade between exchanges. Why should they charge the same between exchanges as to the general public? They have always made a difference, but trustlike they think they can get the money and they intend to hold up the brokers, except where they have competition between Chicago and Milwaukee. Messages between exchanges are more numerous and more easily handled than any other.—C. A. King & Co.

About 170,000 tons of west coast peanuts are available for export. The Spanish crop, altho excellent for edible purposes, is not sufficiently important to have a distinctive place in the French market, so that the only source of supply in which the United States could be interested is the African west coast. The nuts from there are always shipped in the shell, and are decidedly the best and highest priced reaching France, where the crop is chiefly absorbed.—Consul-General R. P. Skinner, of Marseilles.

The Humphrey Employee's Elevator



For eighteen years it has been the standard Elevator for Grain Elevators and Mills.

The simplest and most reliable lift for Grain Elevators that can be devised.

Let me send you catalog and quote prices.

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Supreme Court Decisions

Freight must be transported with all reasonable diligence where no time for delivery is expressly agreed upon.—*Harvy v. Southern Ry. Co.* Supreme Court of South Carolina. 55 S. E. 760.

Warehouse Receipts are intangible personal property, whose situs for purposes of taxation is the domicile of their owner.—*Commonwealth v. Sollinger.* Court of Appeals of Kentucky. 98 S. W. 1040.

Application for Cars.—The local agent of a railroad at a station at which a shipper desires to have cars furnished him has authority to receive applications therefor.—*Texas & P. Ry. Co. v. Allen.* Court of Civil Appeals of Texas. 98 S. W. 450.

Action for Goods.—Where the seller or goods took them back after the purchaser's refusal to accept, and it did not appear that he kept the goods as the purchaser's, he could not maintain an action for the price.—*Glasgow Milling Co. v. Burgher.* Kansas City Court of Appeals, Missouri. 97 S. W. 550.

Railroad Liable for Fire.—Tho an engine may be properly operated, and not be defective and have proper spark arrester, yet if a fire originates upon the right of way because it is in a foul or neglected condition the company will be liable.—*North Fork Lumber Co. v. Southern Ry. Co.* Supreme Court of North Carolina. 55 S. E. 781.

Car in Bad Order.—Where a railway company chose to make delivery of hay from a car instead of from its freight-house, it was bound to keep the car in a safe condition for the use of the consignee's employees in removing the shipment.—*Ladd v. New York, N. H. & H. R. Co.* Supreme Judicial Court of Massachusetts. 79 N. E. 742.

Fire Set by Locomotive.—To constitute actionable negligence in "allowing" a burning by fire communicated from a locomotive, there must be alleged negligence in the communication or other circumstances that would cast a duty upon the railroad company to put out the fire.—*Atlantic Coast Line R. Co. v. Benedict.* Supreme Court of Florida. 42 South. 529.

Proof of Shipment.—In an action on a claim growing out of a shipment of corn by plaintiff to defendant, proof of the shipment by plaintiff of a car of corn, without a production of the B/L, was admissible; the shipment being a substantive fact existing independently of a B/L.—*Dorough v. G. M. Harrington & Son.* Supreme Court of Alabama. 42 South. 557.

Telegraf.—In an action for failure to deliver a telegram, a nonsuit should not be granted because of some exemptions printed on the back of the telegram, to which no reference was made in the answer and to which the attention of the sender was not called when it was filed.—*Walker v. Western Union Tel. Co.* Supreme Court of South Carolina. 56 S. E. 38.

A Carrier was not liable for special damages through a failure to deliver cotton seed meal and hulls within a reasonable time after receiving it, where it did not, at the time of such receipt, have notice of the purpose for which the shipment was intended, nor the urgent necessity of its prompt delivery.—*Illinois Cent. Ry. Co. v. Nelson.* Court of Appeals of Kentucky. 97 S. W. 757.

A Principal, averring that his agent, authorized to buy wheat and pay therefor with checks signed by the principal in blank, had embezzled a part of the wheat bought, has the burden of proving, not only a shortage in the quantity of the wheat, but that the shortage resulted from a felonious conversion of the wheat by the agent.—*R. C. Stone Milling Co. v. McWill-*

Hams. St. Louis Court of Appeals, Missouri. 98 S. W. 828.

Corn Standing in the field on the homestead of a bankrupt, which had fully matured at the date of the bankruptcy, is not exempt under the homestead exemption statute of Iowa.—*In re Sullivan.* Circuit Court of Appeals, 8th Circuit. 148 Fed. 815.

Conversion.—Where a buyer of hay refused to pay the price on delivery as demanded by the seller or return the hay, the seller was entitled to sue for conversion, and was not limited to an action for breach of contract.—*Lamb v. Utley.* Supreme Court of Michigan. 110 N. W. 50.

Sale of Business.—A bill of sale of a business, with the good will thereof, stipulated that the seller would not for a period of 15 years directly or indirectly engage in similar business. More than half of the consideration paid by the buyer was for the good will of the business or to obtain relief from the competition of the seller. Held, that the agreement was not void as against public policy.—*U. S. M. Co. v. Kimball.* Supreme Judicial Court of Massachusetts. 79 N. E. 790.

Landlord's Lien.—Where a landlord has a lien on grain for advances to his tenant, and a creditor of the owner attaches part of it, and notifies the landlord, who allows the remainder of the grain, sufficient to satisfy his claim, to be disposed of, the doctrine of marshaling assets applies, preventing the landlord from satisfying his claim out of the attached grain till the attachment creditor's claim is satisfied.—*Wolfe v. Houston Land & Irrigation Co.* Court of Civil Appeals of Texas. 98 S. W. 1069.

An Agent, pursuant to contract, bought a quantity of wheat for his principal, as shown by his reports and the amount of the checks, signed by the principal in blank used by the agent to pay therefor. The agent shipped the wheat to the principal, and a shortage in the quantity thereof was discovered. Held, that if the agent shipped to his principal all the wheat he bought for him, he was not liable for the shortage.—*R. C. Stone Milling Co. v. McWilliams.* St. Louis Court of Appeals, Missouri. 98 S. W. 828.

North Carolina Bucket-Shop Law Valid.—The validity of so much of N. C. Laws 1905, chap. 538, enacted to prevent dealing in futures, as makes indictable the carrying on of a "bucket-shop" business, is not affected by any repugnancy to the due process of law or equal protection of the laws clause of the 14th Amendment to the Federal Constitution of the provisions of that act which raise a prima facie presumption of guilt from the proof of certain acts when done by persons generally, and not when done by those engaged in manufacturing or wholesale merchandising.—*Gatewood v. North Carolina.* Supreme Court of the United States. 27 Sup. Ct. Rep. 167.

State Regulation of Railway Rates.—The state of Mississippi may, so far as the Federal Constitution is concerned, establish a flat rate of 3½ cents per 100 pounds on grain and grain products carried from Vicksburg to Meridian over the road of the Alabama & Vicksburg Railway Company, where that company, under the guise of a "rebilling rate," gives any Vicksburg merchant receiving a car load of grain or grain products over the Vicksburg, Shreveport & Pacific Railroad a rate of 3½ cents per 100 pounds on any grain he may ship to Meridian.—*Alabama & V. Ry. Co. v. Mississippi R. R. Commission.* Supreme Court of the United States. 27 Sup. Ct. Rep. 163.

The Consignee of fruit, who was the shipper's agent, sold the same while in transit and drew a draft for the price, which he attached to an order on the carrier for delivery as authorized by the B/L. The draft was discounted by a bank, and after the fruit was rejected by the purchaser, the consignee's agent resold it to another, who agreed to pay the draft; but, before he did so, the fruit was attached as the property of the consignee. Held, that the bank, on discounting the draft, became the own-

er of the fruit until payment, and was vested with the rights of a mortgagee in possession as against the attaching creditors.—*Seward v. Miller & Higdon.* Supreme Court of Appeals of Virginia. 55 S. E. 681.

False Billing.—Where a carrier's agent, on receiving a shipment of cotton, did not weigh it, but issued a B/L on a certificate of a compress company, which delivered the cotton in a sealed car, and the bill stated, "contents and condition of contents of packages unknown," though the cotton weighed less than the weight given in the bill, whereby the consignee, who purchased from the consignor, was deceived, to his injury, the carrier was not liable to the consignee, either under general principles or under Code 1896, Sec. 4223, making a carrier liable for loss resulting from the issuance of a B/L when no property has been received.—*Alabama G. S. R. Co. v. Commonwealth Cotton Mfg. Co.* Supreme Court of Alabama. 42 South. 406.

Conditional Sale.—When, in a contract for the sale of corn, the vendor reserves title, and delivery is not to be made until the purchase price is paid, and the vendee refuses to accept the goods and pay for them, while the vendor may exercise the right of resale, in order to charge the vendee under the rule indicated in the preceding note, it is the duty of the vendor to use ordinary care in the preservation of the goods between the date that the goods were to be accepted, and the date of the resale; and the vendor cannot hold the vendee responsible for deterioration during such time in the value of the goods, unless it appears that the failure to exercise due care resulted from the conduct of the vendee.—*Mendel v. Miller & Sons.* Supreme Court of Georgia. 56 S. E. 88.

Mutual Insurance.—In a judicial proceeding under the statute to dissolve a mutual fire insurance company and to wind up its business affairs, to which proceeding the corporation is a party defendant, the court is authorized, when necessary, to decree an assessment upon the premium notes executed by policy holders, for the purpose of paying liabilities of the company which accrued while the policies and premium notes were in force, and such decree as to the necessity for, and the amount of, the assessment, is binding upon the policy holders, although they, as individuals, were not parties to the proceeding when the decree was made. In respect to the assessment and the necessity thereof, they were represented by the corporation.—*Swing v. Rose.* Supreme Court of Ohio. 79 N. E. 757.

Cotton Brokers sued for profits arising from a sale for future delivery, set up as a reconvention that they sold plaintiff's cotton for future delivery in a certain month, without any knowledge by plaintiffs as to whom the purchasers were; that their business was the buying and selling for customers of "contracts for the future delivery of cotton" in the cotton exchange; that plaintiffs refused to put up money to secure the brokers from loss on the cotton sold, owing to fluctuations in the price of cotton for the month of delivery; and that, therefore, they closed out the contract with a loss to themselves. There was no allegation of any intention of actual delivery of the cotton nor as to the day of the month in which it should have been delivered. Held to show a deal in futures, without any intention of actual delivery, and unenforceable against the customer as against public policy and Pen. Code 1895, Art. 377, prohibiting the business of dealing in futures, or buying and selling of future contracts with no intention of actual delivery of the articles sold.—*Norris v. Logan.* Supreme Court of Texas. 97 S. W. 820.

Consul-General William H. Michael of Calcutta says that during 1904 6,900,000 bales of jute were consumed. The United States used 500,000 bales of it. The probable consumption during 1906-7 will be 8,419,500 bales, of which the United States will use 600,000 bales.

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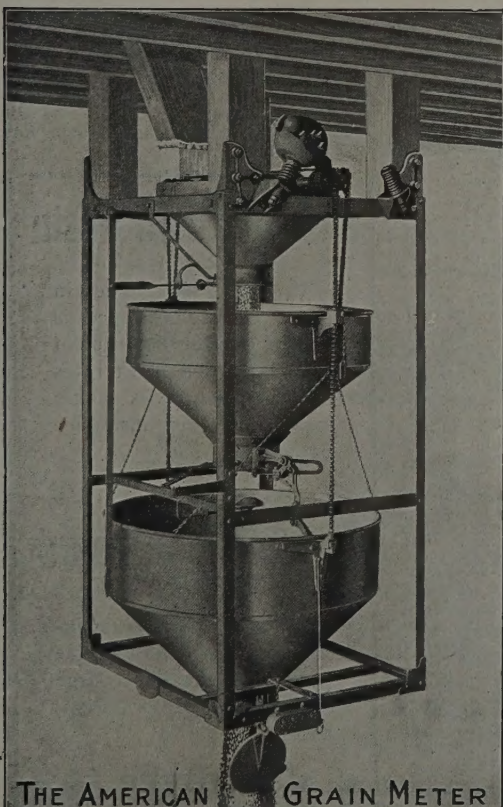
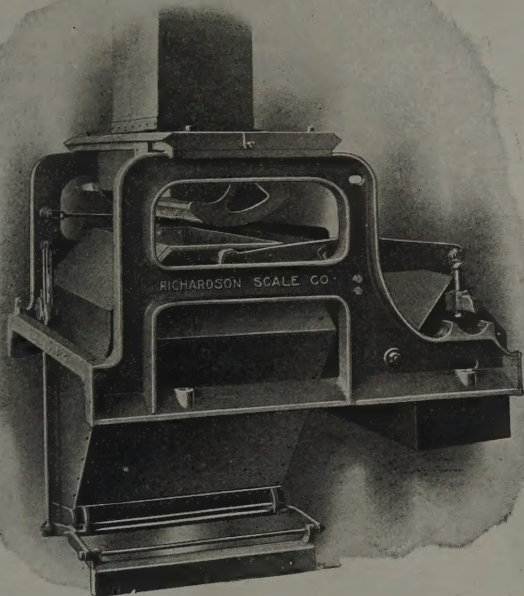
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Is the AMERICAN GRAIN METER Accurate?

AFFIDAVIT

State of Ohio, } ss
Champaign Co., }
We, the undersigned, hereby certify that on June 15th and 16th, 1906, we weighed the corn loaded into Erie cars No. 71904 and No. 107097 at the elevator of J. L. Bowlus, at Bowlusville, Ohio.
The empty cars were first weighed on R. R. Track Scales, which had recently been tested. They were then loaded, the corn passing through an American Grain Meter, which automatically weighed and registered it. The loaded cars were then weighed. The results were as follows:—

	Car No. 71904	Car No. 107097
Net Weight Track Scales—	50400 lbs.	50568 lbs.
Weight, American Grain Meter—	50389 lbs.	50630 lbs.
Variation	20 lbs.	62 lbs.

It rained on Car No. 107097 while it was being loaded and also on the track scales which would reduce the variation of 62 lbs.

T. J. Powers
Notary Public for Champaign Co., Ohio
L. J. Bowlus
Signed and sworn to before me this 16th day of June, 1906,
M. M. Rock Justice of the Peace
for and for Champaign Co.,

AMERICAN GRAIN METER { ACCURATE RELIABLE PRACTICAL

—Automatic Grain Weigher for the Country Elevators—

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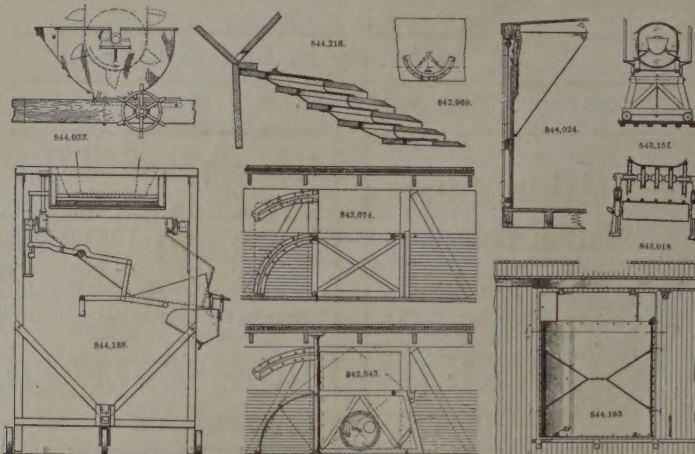
Great Western Mfg. Co., Kansas City	J. R. Detweiler, Chicago
Allen P. Ely & Co., Omaha	Robert Craig, Minneapolis
Brown & Varney, Cincinnati	Wm. Robinson, Des Moines
Maheu & Coyle, St. Louis, Mo.	Thos. McFeely, Philadelphia, Pa.
The Howe Scale Co. of Illinois, Cleveland, Ohio	

THE AMERICAN GRAIN METER

Patents Granted

Vertical Gas-Engine. No. 844,040. Wilhelm Von Oechelhaeuser, Dessau, Germany.

Cylinder for Internal Combustion Engines. No. 843,759. Henri P. Martin, Paris, France.



Starting Mechanism for Explosive-Engines. No. 843,611. Peter W. Kane, Mason City, Ia.

Elevator Boot. No. 844,033. (See cut.) Rodger Munn, Anaconda, Mont. The bottom of the boot is provided with an opening closed by a sliding gate operated by a rack and pinion, the pinion being actuated by a hand wheel.

Grain-Door Valve. No. 842,969. (See cut.) Henry C. Ostermann, Chicago, Ill., assignor to the Ostermann Manufacturing Co., Chicago, Ill. A pair of pivotally mounted plates are adapted to close the port opening of a grain door.

Grain-Door for Cars. No. 844,193. (See cut.) Emile Schreiber, Atchison, Kan. Grooves in the jambs of the door are engaged by the edges of a curved flexible plate forming the door. The edges of the door are connected by a link and drawn toward one another by a turnbuckle.

Grain Car-Door. No. 844,024. (See cut.) John Johnson, Duluth, Minn. An upper door section is pivotally slidable in the door frame, and has retaining flanges near its inner edges. The lower door section slides within the flanges, and a supplemental door section is hinged to the roof of the car and engages the upper door section.

Grain-Screen. No. 844,216. (See cut.) Orlando F. Trace and Warren Fifield, Sauk Rapids, Minn. Inclined frames arranged below one another have sieves secured therein, each sieve being inclined at a greater angle than the sieve immediately beneath it. The upper and lower sides of adjacent frames are connected by inclined plates. Aprons are secured above each sieve.

Conveyor. No. 843,018. (See cut.) James A. Jamieson, Montreal, Que., Canada. A plurality of sheaves are ar-

anged in two-tandem series. A plurality of sheaves of smaller diameter are arranged between the first tandems. Each tandem series supports a loop, which in turn supports an endless apron, which presents in different positions a surface varying from flat to troughed.

Grain-Door for Railway Cars. No. 843,074. (See cut.) Noble H. Conger, Chicago, Ill., assignor to the Ostermann Manufacturing Co., Chicago, Ill. An undercut quadrant guide and an undercut curved guide on the side wall of the car adjacent to the doorway, guide the pivotally mounted door to swing edgewise in

a vertical plane. The far end of the door engages a flange on the post.

Grain-Door for Railway Cars. No. 842,943. (See cut.) Noble H. Conger, Chicago, Ill., assignor to the Ostermann Manufacturing Co., Chicago, Ill. The grain door is pivotally mounted on one side of the doorway and adapted to be swung parallel to the wall of the car, overlapping two edges of the doorway. The guide for the door comprises a quadrant rod, a post and an eye-bolt secured to the door.

Car Loader. No. 843,151. (See cut.) George A. Kenner and Robert Folkel, Herrin, Ill. A concave apron has positioned above it a distributor wheel, comprising a pair of disks and blades secured radially between the outer portion thereof, one of the disks being secured to a drive-shaft and the other disk being provided with a centrally disposed opening. A relatively fixed delivery chute has its lower end extending into the opening formed in one side of the distributor wheel.

Automatic Weighing Machine. No. 844,188. (See cut.) Henry Richardson, New York, N. Y. A weighing bucket is mounted upon the scale beam solely for rising and falling motion and has opposite sloping walls, one of which initially receives a stream of material directed into the bucket, the other wall having at its lower end a depending wall separated from the companion wall to provide an outlet for the discharge of material from the bucket. A sacking spout under the bucket has means to trip the latch holding shut the closing gate of the outlet.

Representative Macon's bill prohibiting "interstate buying or selling of futures in grain and other agricultural products" is defective and can not be enforced, since its provisions are so broad as to include legitimate transactions.

Want Elevators for Handling Rice.

At the recent meeting of the Texas Rice Farmers Ass'n in Houston the advantages of handling rice in bulk thru elevators was discussed by many.

The advocates of the elevator and warehouse system claim that if the system is put into practical operation it will do away with all faulty grading and place every kind and grade of rice on its merits. The idea is to place the loose rice in different grades in bins, send samples of the various grades to the central exchange and sell to the highest bidder.

In order to see what could be accomplished in the matter of establishing elevators all over the rice belt and eliminating the sack proposition, the President appointed the following:

Eagle Lake and Chesterville—George McLean, Alex Seaholm, W. J. Ives.
Bay City—A. J. Dudley, F. M. Thompson.

Angleton—Dr. Stockton, E. E. White, Fred Oberhelman.

Houston—A. E. Groves, J. M. Frost, Bert O'Brien.

Beaumont—J. C. Chaney, J. P. Walker, Bert Hoopes.

El Campo—W. H. Waugh, Andrew Nelson, Oscar Shulte.

Ganado—J. E. Harmon, C. W. McCallister, E. W. Salice.

Anahuac—B. R. Garland, Burt H. Collins, L. R. Hollaway.

Raywood—J. T. Evans, W. M. Tuer, S. D. Campbell.

Orange—S. M. White, Dr. S. W. Sholars, Frank Brown.

This committee will make a full report at the July meeting of the association.

Wm. J. Odell, pres. of the Odell Commission Co., who had amassed millions of dollars in the bucket-shop game, tho' tot in the courts by victims, banks and the Chicago Board of Trade, died at Cincinnati recently after an operation for appendicitis.

Insurance on Grain

with large grain values in store, excess insurance is needed only for a portion of the year. The short rates of other companies makes such short time insurance expensive. The



writes short term grain insurance at a definite price per month, making a large saving. For information, write

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Michigan Millers

MUTUAL FIRE INSURANCE CO.

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Assets \$1,800,000
Losses paid..... 1,500,000
Net cash assets..... 328,000

MILLERS MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS

ALTON, ILLINOIS.

Wrote \$5,348,463.75 Insurance last year.
Paid \$110,724.14 in losses last year.
Added \$24,230.30 to surplus last year.
Assessed only 45% of basis rates last year.

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force, - \$10,158,139.43
Face value of notes, - - 1,451,877.89
Cash Assets, - - - 300,148.96

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Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning..... \$5,450,000
Risks in force, Tornado..... 1,019,000
Admitted Ledger Assets..... \$19,478.39
Six Months' Assessment in course of collection, over..... 25,000.00

Total Amount Assets Available for the payment of losses..... \$41,478.39

Fire and Lightning Cost for Current Year Only 80 per cent of the rate.
Tornado Cost for Past Five Years Only 50 per cent of the rate.

F. D. BABCOCK, Secy.

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

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Practical Experience

In insuring Flour Mills, Grain Elevators and their contents proves it to be possible to save policy holders at least 50 per cent of the old-line rates and to accumulate for their absolute protection against all possible contingencies a net cash surplus of \$848,660.89. This has been the experience of the

Millers' National Insurance Co.

And it confidently expects to beat this record in the future, because the income from its surplus fund goes a long way toward paying its expenses, and with this fund limited to a maximum of 2½ per cent of the amount at risk, assessments will not be needed to increase the surplus. The total amount of risk January 1st was \$35,862,820, of which over \$13,000,000 was on grain elevators and contents. The surplus over all liabilities, including premium notes, was \$4,429,866.

If You Want Insurance at Cost, with Absolutely Unquestioned Indemnity, write the

Millers' National Insurance Co.

205 LaSalle St., Chicago, Ill.

A J A X
Highest Quality Long Fibre Manila Transmission Rope

Strongest
Safest
and
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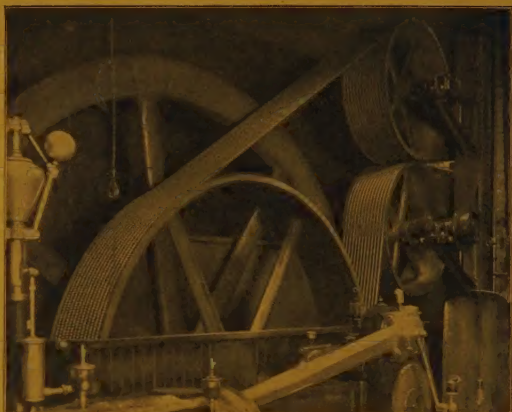
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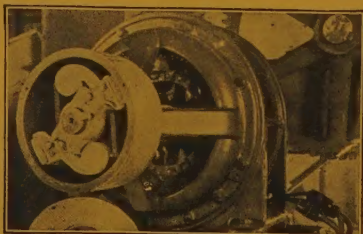
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